VOLUME VI NUMBER 2

January 28, 1969

CYCLE NEWS

The Motorcycle Enthusiast's Weekly Newspaper

WEST 25¢

Motorcycle Breaks 8 Second Drag Record

District 37 Point Standings in This Issue

Cartoon by Jerry Barnett

NEWSPAPER

CYCLE NEWS
6477 North Long Beach Boulevard
Long Beach, California 90805

CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

ATTENTION PUBLICITY COMMITTEES—Be sure to send Cycle News notice of your coming events and we will list them in this department free.

Take a friend to a motorcycle event this weekend!

EVERY FRIDAY NIGHT
SPORTSMAN TT RACES at Trojan Raceway, located corner Long Beach Fwy. & Firestone Blvd. Firestone to Garfield, so. on Garfield, west on Southern to track. Any affil. okay, 100cc & 250cc.

EVERY SATURDAY NIGHT
TT RACING under the lights at Elsinore Race Track. Just off Hwy. 71, east of Perris, Calif. turnoff. Sportsman trophies for all classes.

FIRST SUNDAY OF EVERY MONTH
MOTORCYCLE RACES at Deadman's Point in Apple Valley, Cal. European Scrambles, 3 one hour races, 3 classes. Post entries only. Prac. 8 a.m., race 10 a.m. Info: (714) 247-7473 evens.

3rd SUNDAY OF EVERY MONTH
MOTO-CROSS races at Deadman's Point. Apple Valley, Cal. All classes. Post entries only. Prac. 8 a.m., race 10 a.m. Info: (714) 247-7473 evenings.

EVERY SUNDAY
MOTORCYCLE DRAG RACING at Lions Drag Strip, 223rd and Alameda in Wilmington, Cal. Info: (213) 424-0961.

THURS.—SUN., JANUARY 23—26th
AHRA WINTERNATIONAL CHAMPIONSHIPS, Bee Line Dragway, Phoenix, Ariz. No Bikes

FRIDAY, JAN. 24th
TT RACES at Trojan Raceway, Long Beach Freeway near Firestone in South-Gate, Cal. 17th: 50 lapper for 100's, 250 heats; 24th: 250cc 50 lapper, 100 heats. Back a week if rain. First 60 to sign up only, each race. Info: 923-7115.

SUNDAY, JANUARY 26th
TT SCRAMBLES at Huntington Beach Cycle Park. Prac. 9-10:15 a.m. Exhibition by Jeff Smith at intermission. Info: (714) 897-4458.

TT SCRAMBLES at Adelanto, Cal. on Hwy. 395, by the Scramblers M.C. Dist. 37 Point race. Ltwt. prac. 8 a.m., race 9 a.m.; hvywt. prac. noon, race 1 p.m. Clock trophies to first, each class. Info: (805) 497-2060.

ENGLISH TRIALS by the Southern California Trials Assn. at Oak Glen, 10 miles north of Beaumont, Cal. Follow lime from Red Barn Dinner House on Oak Glen Rd. Sign-up 9:30 a.m. Spark arrestors & mufflers mandatory. Info: (213) 865-3991

TT SCRAMBLES at Mexicali, Mexico by the Moto Club Latino; 1/3 mile track 7.5 miles west of Mexicali on hwy. to Tijuana

HARE SCRAMBLES by the Groundshakers M.C., 11 a.m. Limed from Glendale Junction and Salt Lake Hwy., 1-1/2 hours from Las Vegas, Nevada.

19th ANNUAL MOOSE RUN HARE SCRAMBLES by the Four Aces M.C., Dist. 37 points. 10 a.m. start. Limed from Wagon Wheel Cafe, 14 miles north of Mojave on Hwy. 14. Info: (213) 845-8834.

TT SCRAMBLES at Carlsbad. $5 post entry. Info: (714) 539-3328 after 6 p.m.

SUNDAY, FEBRUARY 2nd
EUROPEAN SCRAMBLES at Encinitas, Cal. by the Sage Hoppers' M.C. 3rd annual Rat Race. Prac. 9 a.m., race 10 a.m. AMA sanc. Limed from Freeway #5 and Encinitas Blvd. Info: (714) 753-2907.

MOTO-CROSS at Elsinore by Hi-Jinx M.C. Limed on Hwy. 71. Meeting 9:30 a.m., race 10 a.m. 0-100cc and 101-125cc only. Info: (213) 865-4508. CANCELLED

ENGLISH TRIALS in Dunlap, Cal., 40 miles east of Fresno toward General Grant King Canyon Natnl. Prk., hwy. 180.

HARE SCRAMBLES by Marin County M.A. at China Camp, just north of San Rafael, Cal. Prac. 9 a.m., race at noon. Limed on Hwy. 101, north of San Rafael. Take San Pedro exit. Info: (415) 897-5901.

ANNUAL GOLD RUSH ENDURO by the Prospectors M.C. AMA sanc. Start 8 a.m. Limed from Palmdale & Adelanto on Palmdale Blvd. Info: Earl Wilson, 1547 W. 219th St., Torrance, Cal. 90501.

FRIDAY, FEB. 7, 14th
INDOOR MOTORCYCLE SHORT TRACK by Bob Barkhimer Assoc. Inc. at the Cow Palace, San Francisco, Cal. Pit gate 6 p.m., trials or warm-ups, 7 p.m., races start 8:30 p.m.

FRIDAY, FEBRUARY 7
35 LAP INDOOR SHORT TRACK NATIONAL CHAMPIONSHIP by Pace Management Corp., Houston, Tex. (Astrodome).

SATURDAY, FEBRUARY 8
30 LAP INDOOR TT NATIONAL by Pace Management Corp., Houston Astrodome.

SAT. & SUN., FEBRUARY 8th & 9th
ELSINORE GRAND PRIX by the Gripsters M.C., AMA sanc. Dist. 37 desert scrambles. Races 11 a.m., small bikes Sat., big bikes and sidehacks Sun.

SUNDAY, FEB. 9th
MOTO-CROSS at the new Poso Park, 18 miles north of Bakersfield on Freeway 99 at Famoso Junction, by the Kern County Trailblazers. Prac. 9:30 a.m., race 10:30. Dist. 35 points.

CROSS COUNTRY at Coos Bay, Oregon. Info: 267-3311.

SUNDAY, FEBRUARY 16th
LYTTLE CREEK ENDURO at Inland Motorcycle safety course in Rialto, Cal., by the Crestline M.C. For beginner and small bikes. Trophies for age 16 & under. Dad can ride along. Info: D. Smith (714) 882-1818.

LYTLE CREEK ENDURO by Crestline M.C. Limed from intersection of Riverside Ave. & Highland Ave., off San Bernardino Fwy. In conjunction with Rialto Jr. C of C Motorcycle safety program. First bike leaves 9:01 a.m. If under 21, parent must sign release.

19th. ANNUAL HI MOUNTAIN ENDURO by Cal Poly Penguins M.C.; AMA sanc., spark arresters required. Entries close Feb. 7. Start 9 a.m. Limed from Santa Margarita, Cal. Info: Box 111, San Luis Obispo, Cal. 93401.

CLASS A SPEEDWAY RACING at Whiteman Airport Stadium, 12850 Pierce St., Pacoima, Cal. Sign-up noon, race 1 p.m. Info: (213) 370-9800, after 6.

SUNDAY, FEBRUARY 23rd
CMC GRAND PRIX at Carlsbad Raceway, Carlsbad, Cal. Gates open 7:30 a.m., race 9 a.m. Leathers required. 75% dirt, 25% asphalt. P.O. Box 1334, Huntington Beach, Cal. 92647.

SUNDAY, MARCH 9th
CROSS COUNTRY at Coos Bay, Oregon. Info: 267-3311.

75 MILE NATIONAL CHAMPIONSHIP ENDURO by the Georgia Crackers M.C., Decatur, Ga.

DAYTONA SPEED WEEK
March 10 to 16

MON: Registration and practice, amateur and expert.
TUES: Reg. & prac., all classes.
WED: Prac. & Sportsman Road Race.
WED. NIGHT: Short-track, novices only.
THURS: Prac. only, plus enduro. Also qualifying time trials at speedway.
FRI: Qualifying time trials & heat races for novices and 250cc combined. 100-mile amateur race.
FRI. NIGHT: Short track, amateur and expert only.
SATURDAY: 76-mile novice race. 100-mile amateur-expert race.
SATURDAY NIGHT: Short track, amateur & expert only.
SUNDAY: 200-miler, experts only.

SAT. & SUN., MARCH 29 & 30th
VIEWFINDERS GRAND PRIX at Albertson Movie Ranch. Ltwt. & Powderpuff Sat., hvywt. Sun. Entries close March 15. Viewfinders M.C., 6333 Woodman, Suite A, Van Nuys, Cal.

SUNDAY, MARCH 30
95 MILE ENDURO NATL. CHAMPIONSHIP by South Jersey Enduro Riders, Mt. Ephriam, N.J.

SUNDAY, APRIL 6th
CHAMPIONSHIP CROSS COUNTRY at Coos Bay, Oregon. Info: 267-3311.

SUNDAY, APRIL 20
100 MILE ENDURO NATIONAL by Bristol Twins M.C., Bristol, Va.

SUNDAY, APRIL 27
90 MILE ENDURO NATIONAL CHAMPIONSHIP by Tompkins County M.C., Newfield, N.Y.

SUNDAY, MAY 4
175 MILE ENDURO NATIONAL CHAMPIONSHIP by Midwest National Enduro Riders, Sterling, Ill.

DIRT TRACK NATIONAL CHAMPIONSHIP by John Blanton at Cumberland, Md.

HALF-MILE NATIONAL in Cumberland, Maryland.

SUNDAY, MAY 11
DIRT TRACK NATIONAL CHAMPIONSHIP by Professional Motorcycling Inc., Terre Haute, Ind.

SATURDAY, MAY 17
50-lap on 1-1/8 mile race-track at Nazareth, Pa.

SUNDAY, MAY 25
250 MILE NATIONAL CHAMPIONSHIP ENDURO by Enduro Riders Assn., Columbus, Ohio.

SUNDAY, MAY 25
1/2-MILE DIRT TRACK NATIONAL CHAMPIONSHIP by Jack Vanino at Reading, Pa.

SAT., MAY 31, SUN., JUNE 1
500 MILE GREENHORN NATIONAL CHAMPIONSHIP ENDURO by the Pasadena Motorcycle Club, Pasadena, Calif.

SUNDAY, JUNE 1
HALF-MILE NATIONAL at Livonia, Mich.

SATURDAY, JUNE 7
DIRT TRACK NATIONAL CHAMPIONSHIP at Louisville Downs, Louisville, Ky.

SUNDAY, JUNE 8
115 MILE ENDURO by Back Mountain Enduro Riders, Dallas, Pa.

FRI.-SUN, JUNE 13—15
100-MILE NATIONAL ROAD RACE at Loudon, New Hampshire.

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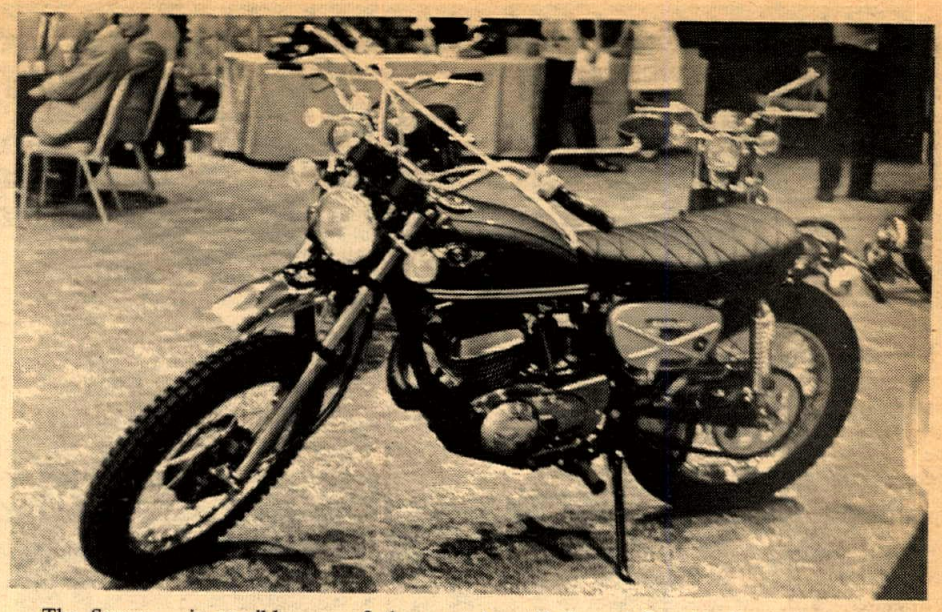
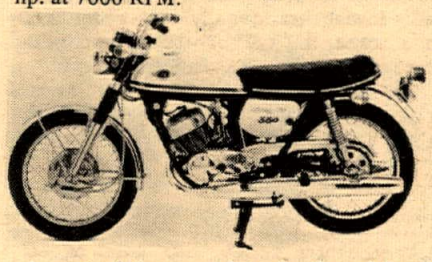
AMA–DISTRICT 37 1969 SPORTING CALENDAR — Point Events Only

JANUARY	
19 San Gabriel	European Scr.
San Pedro	TT Scrambles
26 Dirt Diggers	TT Scrambles
Scramblers	TT Scrambles
Four Aces	Hare Scramles
FEBRUARY	
2 Prospectors	Enduro
8&9 Gripsters	Grand Prix Scr.
16 Perris Valley	TT Scrambles
Desert M.C.	Hare & Hound
23 San Bernardino	TT Scrambles
Sidewinders	Hare Scrambles
MARCH	
9 Sportsmen	TT Scrambles
San Pedro	TT Scrambles
Sand Blasters	Hare & Hound
16 Desert Phantoms	TT Scrambles
Four Aces	TT Scrambles
Prospectors	Hare Scrambles
23 Sinners	TT Scrambles
Invaders	Hare Scrambles
29 & 30 Viewfienders	Grand Prix
30 Lost Angels	Hare Scrambles
APRIL	
13 High Side M.C.	Moto Cross
Victors	Hare & Hound
20 Lightweights	TT Scrambles
Foothill Hawks	Hare Scrambles
27 San Bernardino	TT Scrambles
Simi Valley	Hare Scrambles
MAY	
4 Shamrocks	Enduro
11 Powder Puff	TT Scrambles
Red Dots	Hare Scrambles
18 Stump Jumpers	Moto Cross
Simi Valley	TT Scrambles
Orange County	Hare Scrambles
25 Desert Phantoms	TT Scrambles
Sand Blasters	European Scr.
Side Winders	European Scr.
30 Shamrocks	Moto Cross
San Bernardino	Hare Scrambles
JUNE	
8 Orange County	TT Scrambles
Antelope Ramblers	Hare & Hound
15 100's	Hare Scrambles
Perris Valley	TT Scrambles
High Side	TT Scrambles
22 Lost Angels	TT Scrambles
Sand Blasters	TT Scrambles
So. Cal.	Hare Scrambles
29 Dirt Diggers	TT Scrambles
Spoke Benders	European Scr.
JULY	
13 Desert Phantoms	TT Scrambles
Crestline	Hare & Hound
19 Stump Jumpers	TT Scrambles
27 Four Aces	European Scr.
AUGUST	
10 Gripsters	TT Scrambles
17 Invaders	European Scr.
24 Simi Valley	Rough Scr.
Lost Coyotes	European Scr.
31 Coachella Valley	European Scr.
SEPTEMBER	
1 Crestline	European Scr.
14 Shamrocks	Hare & Hound
San Bernardino	TT Scrambles
Orange County	Moto Cross
21 Desert Phantoms	TT Scrambles
Spoke Benders	Hare Scrambles
28 Dusters	Hare & Hound
OCTOBER	
5 Riverside Bombers	Enduro
12 Sportsmen	TT Scrambles
Side Hacks Assn.	TT Scrambles
Checkers	Hare & Hound
19 Powder Puff	TT Scrambles
Buzzards	Hare Scr.
26 Gripsters	TT Scrambles
Rams	Hare & Hound
NOVEMBER	
2 Foothill Hawks	Enduro
8 & 9 Dirt Diggers	Grand Prix
16 Bushmasters	TT Scrambles
So. Cal.	Hare & Hound
23 Perris Valley	TT Scrambles
Barstow	Hare Scrambles
29 San Gabriel	Hare & Hound
30 Desert Phantoms	TT Scrambles
DECEMBER	
14 High Side	TT Scrambles
Side Hack Assn.	Hare Scrambles
21 Antelope Ramblers	Moto Cross
Coachella Valley	TT Scrambles
Prospectors	European Scr.
Bush Masters	European Scr.
28 Lite Weights	TT Scrambles
Scramblers	Hare Scrambles



The Savage . . .is possibly one of the most beautifully and functionally designed enduro machine ever built. In the preview showing of this sleek power plant, all reports point to its' being one of the most exciting and high performance machines ever built in its' class.

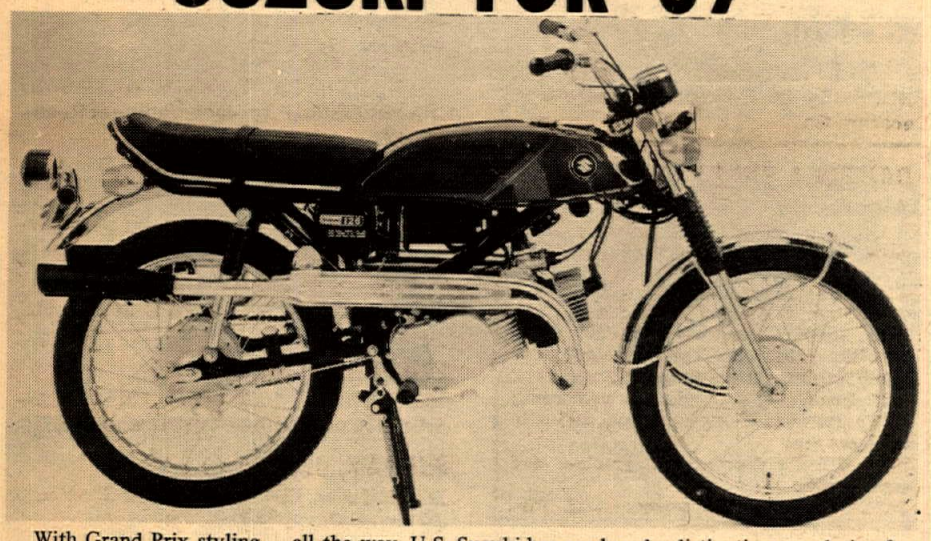
Savage features a single cylinder 23 hp engine which climbs 35 degree grades without the slightest effort. Posi-Force lubrication cuts oil mixing; it has a detachable headlight for competition; and a flip-top seat for ease of maintenance. Savage also sports knobby 19" front and 18" rear tires; moto-cross type front forks with 6.5" travel; and a dual-cradle frame for extra strength. Other features on the Savage are: 3 way adjustable rear shocks with inner cover for dirt deflection; a separate instrument module with individual speedometer/tachometer. Savage weighs in at a light 271 lbs.; a bore & stroke of 2.76"x2.52"; a compression ratio of 6.6:1; and maximum torque: 17.2 ft./lbs. at 5,000 rpms. with racing kit the engine produces 31 hp. at 7000 RPM.



As part of the group introduction of the all new '69 models, U.S. Suzuki's entry in the popular 350cc class is the sparkling new "Rebel". With a powerful 39 hp dual-stroke engine, it has a top speed range of 105–110 mph and does the SS¼ mile in 13.8 seconds.

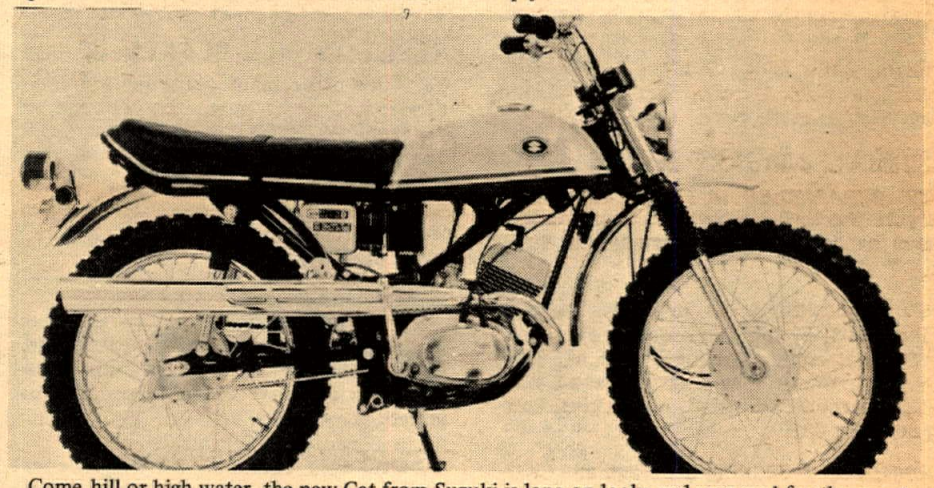
For 1969, Suzuki again offers features that makes the X-6R far and away the most exciting 250cc road machine on the market: 32 hp @ 8,000 rpms: SS¼ mile in 15.3 seconds and a top speed range from 100–105 mph.

SUZUKI FOR 69



With Grand Prix styling all the way, U.S. Suzuki has produced a distinctive new design for the 125cc class . . .named the Stinger.

The power plant is a dual-stroke paralleled twin cylinder 15.1 hp engine which turns the SS 1/8 mile in 11.3 seconds and has a top speed range of 70-75 mph.



Come hill or high water, the new Cat from Suzuki is long on looks and prepared for the worst terrain.

One of the most appreciated features on the new Cat is the "Posi-Select" transmission. This is a system that ends forever the messy manual sprocket changing and makes the Suzuki one of the quickest and easiest gear changing machine in the industry (you don't even have to get off the machine to flip the lever).

The power plant on the Cat is a strong 12 hp @8,000 rpm's which allows you to climb 40 degree hills with full power through a wide torque range. For added durability and strength, Suzuki has introduced the new "tri-form frame"; triple adjusting rear shocks; and scrambler type re-inforced handle bars.

AMA PUNISHES PROFESSIONAL ROADRACERS

Latest additions to the mushrooming list of AMA Professional riders to be disciplined for racing in non-AMA sanctioned events include the Editor and Technical Editor of CYCLE magazine.

In the new rash of suspensions the boom was dropped on Cycle Editor Gordon Jennings and Technical Editor Jess Thomas. Both were given 15-day suspensions, with a warning that another violation would warrant an automatic 6-month suspension. When contacted at his New York office Jennings had this tongue-in-cheek reply. "Jess and I confess to having committed the horrible deed and are now thoroughly contrite."

Other Professionals receiving suspensions and warnings include Bob Wakefield, George Rockett, Frank Camillieri, Bob Wisehart and Sam Ingram.

Tom Clark, AMA Director of Professional Racing said this week that any AMA Professional rider that races in a non-sanctioned event, except residents of California, will be automatically suspended if the violation comes to his attention.

All recently suspended riders had participated in an Association of American Motorcycle Road Racers event at Indianapolis Raceway Park, Sept. 26. AAMRR is an FIM affiliate organization.

North Trail Riders Uniting

The California Trail Machine Association Inc. "North" is now forming. The C.T.M.A. formed in 1967 and through expansion, created a need for a North, Central, and South branch. The first organizational meeting of C.T.M.A. "North" will be held Monday, Jan. 27th, at the Embers Cafe, 15693 Hesperian Blvd., San Lenadro, 7:30 p.m.

The C.T.M.A. is an association of motorcycle and trail bike clubs; their purpose is to create a better understanding between bike riders and the public, private property owners, city, county, and federal officials. We try to get more public land available for our use, and to encourage the proper usage of these lands.

The efforts of the C.T.M.A. have already received the approval of the U.S. Forest Service, Bureau of Land Management, and other local officials.

The C.T.M.A. "North" wants at least one representative from each club to attend this informational meeting. Dinner and drinks available.

For more information call or write: Don Keller, 4085 East Ave., Hayward, Calif. 415-582-3393. M

RUMOR MILL

...Honda's next new model will be a 100cc 4-stroke single, available in the next few months. People who have seen it describe it as looking like "a 4-stroke Hodaka." It will be followed, later in the year, by a 250cc twin aimed at the ever increasing off-the-road (dirt) market.

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...Harley-Davidson's next new model will either be called the Punta Banger or the XLAMF.

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CMC MOTORCYCLE
Grand Prix
NEW.
FEB. 23
3.5 mile course
75% Dirt – 25% Asphalt
gates open 7:30 a.m.
first race 9:00 a.m.
Full Protection
3 # Plates
CLASSES
0-125cc
126-250cc
251-500cc
Open
ENTRIES
Close Feb. 15th
Mail entry $5.00 – Post $25.00
CMC – PO Box 1334
Huntington Beach, Cal. 92647
Carlsbad Raceway
7 miles east of San Diego Fwy on Palomar Airport Rd. PH.: (714) 539-3328

CMC NEW TT
JAN. 26
NEW oiled & graded track
ALL CLASSES
Lt. Weights A.M.
Big Bores P.M.
Gates Open 8:00 a.m.
Post Entry $5.00 (includes admission)
All riders covered by ins.
No Sidecars
TROPHIES
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VOICES OF THE WEST

RESPONSE TO #*%&$!?!

True. CYCLE NEWS prints it like it is. Perhaps it's a good thing none of the more "eloquent" members of the element were interviewed. Since motorcycling has become an all-family sport, and CYCLE NEWS has assumed a lead in reporting on its activities, the paper is read by young persons easily impressed. A word or phrase appearing in print by a publication of standing and integrity is too easily transferred to the list of respectability.

Print it or tell it like it is if it's decent and wholesome, but if verbatim reporting serves not the cause of betterment, fall back on the ultimate weapon of the press.

Edit.

Yours sincerely for responsible dissemination of news,

LYNN WINELAND
Los Angeles

COMMENT: Truly, we were not aware that Cycle News is read by so many women and children. Now we know. We promise from now on to live up to our "new image" as a family newspaper.

THEY MADE IT

Many thanks to the Pasadena Motorcycle Club and to the riders who participated in the Holiday Hop January 5 for the good sportsmanship and helping hands that assisted my son and me during our fearfilled ride on our 1955 BSA sidehack.

Without the help and dedication of John Palfreyman, ace tuner, and Julie Willingham, chief pit stewardess we would have never survived.

It was a great race!

FRANK DANIELSEN JR. & SR.
Los Angeles, Calif.

J.C. AND ASCOT MANAGEMENT

I was privileged to have seen the Clyde Litch Benefit T.T. on New Year's Day.

It was heart warming to see how the motorcycle fraternity will respond when one of "their own" needs assistance. It was gratifying indeed to see the Cycle News Staffers, AMA Officials, Roxy and all the others involved put on such a great show and for such a worthy cause – and knowing that all hands were giving freely their time and effort.

The only blight on an otherwise delightful afternoon came when the little man in the white coat came running up to me, as I parked my bike, on arriving at the track and informed me that bike parking was 75¢. When I told him that the bike parking fee had been eliminated, he said that it was back on NOW – TODAY. This, understandably, led to quite a discussion. As this discussion was underway, three riders, when asked for 75¢ by the little man, just turned, and without a word, rode off.

When Don Basile (J.C.'s right-hand man) was finally contacted and informed of the 75¢ bike parking charge, he turned about two shades of white, cracked his little bike into low gear and took immediate and decisive action. Needless to say, the 75¢ bike parking fee was instantly removed.

Unfortunately J.C. gets blamed for many things he has no control or responsibility over. This is one of them.

"Harry the Hangman" gets all parking fees and sets policy. Altho in this instance Don Basile leaned on him and leaned hard and quick when he found out about this breach of a negotiated agreement.

Rest Rooms at Ascot are another thing that J.C. constantly gets critized for – but here is another item that "Harry the Hangman" has full responsibility for.

One thing J.C. did have responsibility for was the upping of the admission to $3.50. To the everlasting credit of all motorcycle race fans they took appropriate action – their boycott during the 1968 season and now that situation has been resolved – the admission is now $2.50. Even in this one J.C. was partially pushed into the increased admissions by the irresponsible action of the riders themselves with their greedy demand for larger purses, all out of proportion to the number of fans on hand each Friday night.

The half milers have cut their throats from ear to ear, and soon half mile flat track will be just a memory, like boardtrack. Speedway and T.T. racing will fill the void very nicely and road racing, which is making great strides all over the country along with moto-cross, may soon rival automobile racing for spectator interest and large purses paid to riders.

CARL WHITE
Inglewood, Calif.

COMMENT: Don't count out flattrack yet. The new 750 limit may revive it.

REPLY TO BILL BLAKESLEE

You have made many statements, I would like to correct a few. First, Pepperell did not pay $2500 in start and prize money, they paid $3100. However, they paid only for seven Europeans, with the rest being given to them for free. International Moto-Cross also gave the two leading riders of the series $450 out of the pocket as a goodwill gesture to help easterners follow the series.

Pepperell did not pay any prize money to the top five riders in the International Series. The riders rode six Moto-Cross events in a period of four hours and as a result they have rebelled against this form of racing in the future.

In the west, promoters paid $4100 start money and in some cases in the far west $4600, plus $600 prize money for the top five European team riders, plus $260 goodwill money at Westlake for a demonstration race at the end of the event; plus $900 in prize money to American riders, plus trophies for Saturday junior riders. This comes to a total of $6460 not to mention $100 or so other expenses, like $1200 for protection.

The riders who pre-entered paid $10 entry fee, for this they received two free passes worth $7.00 and $2.50 Rider Medical Insurance. So they actually paid 50¢ for the privilege of riding. By the way, do the other events you ride have insurance for you or does the money go into a club treasury?

The object here is to promote racing, and if you have any constructive criticism or suggestion I welcome them. I'll give you a good idea, why not start the Bill Blakeslee Moto-Cross Series and pay out all this big money you talk about? I will guarantee you a team of four riders myself. We have here in the United States room for many hundreds of events and I wish you every success in your endeavor.

When you start your series be prepared to have one full time secretary to handle your mail and then you will become aware of the cost of letter writing, something like $2.50 per answer.

M. EDISON DYE
President, Inter'l Moto-Cross

SPEEDWAY PEN PAL

I'm writing this letter in the hope you will be able to help me find somebody interested in speedway who is interest in exchanging letters with me.

I hope you can help me because I have a regular supply from the Continent Australia, New Zealand, Scandinavia and all the Communist countries interested in speedway. My favorite rider is the World Champion Ivan Mauger. I travelled to Sweden to see him win the title, and the team I support is the Diamonds from Newcastle. I travelled about 10,000 miles to watch them last season. My age is 20.

If you can help me my address is:

JAMES McPHERSON
39 Glenthorn Road
Newcastle Upon Tyne
England

WANTS COMPANY

I am a resident of Montebello, Calif. I have been looking for a group of people to ride with in California. I am an AMA member in good standing and I have been on most of the good rides in Calif. and neighboring states.

I own a 1967 Triumph Bonneville and would appreciate any information at your convenience.

KARL J. BRENNEMAN
426 N. 18th St.
Montebello, Calif. 90640
Ph: (213) 721-7541

COMMENT: Have you checked out the clubs in our directory? Readers, please invite Mr. Brenneman along for the ride.

UNFAIR?

The big question of the day is – did Tom Brooks, novice, of the Rams M.C. win the Ponderosa without cutting the course?

Brooks knows the area and the course better than Jack Ross, who promotes the race. Brooks, himself doesn't know if he strayed more than 100 yards off the course or not. He said, however, that he learned the short cuts by following Checkers and other top riders.

The Checkers and at least one other club at the race said they would boycott the Ponderosa if Brooks was awarded the win.

Brooks made all of the checks and wasn't spotted for cutting course.

In the second race of one loop to decide the winner J.N. Roberts squeaked in ahead of Brooks, with Doyle Fields and Jack Ross both finishing far behind.

Now I ask you; "Is this any way to decide the winner?"

SHARON SMITH
Garden Grove, Cal.

In Memoriam

By Barbara Adams Dahms

Legislative Notebook

We are saddened by the death early New Year's Day of State Senator George Miller, Jr., of Martinez. Senator Miller served twenty years in the California Legislature and for the last several years of his life was Chairman of the Senate Finance Committee.

One of the most powerful figures in state politics, his untimely death cut short a career which seemed destined to lead to even greater accomplishments. As Chairman of Senate Finance he had the last word on every measure which involved money. He knew the business of legislation well and had the courage to speak his convictions with unusual clarity. He will long be remembered for his humorous and perceptive comments on the state of the political art.

Though he was a democrat, he never strictly followed party lines but combined the best elements of both the liberal and conservative viewpoints toward the needs of the state. His loss will be keenly felt for a long time to come.

We, as motorcycle people, remember him best for stopping the helmet bill in its tracks in 1967. His was the very last committee the bill had to pass to become the law of California. After we explained our objections to compulsory helmets he understood and agreed with us.

At the hearing Assemblyman Foran explained with great solemnity that the Federal Government would withhold highway funds if the helmet bill were not passed, emphasizing the great money loss that California would suffer.

"Do you mean to tell me," Chairman Miller demanded in his gravelly voice, "that if we don't make these people wear helmets, the Federal Government is going to take forty million dollars away from California?"

"That's correct." Mr. Foran replied, smiling...believing he had made a major point in his battle.

"Then let them go hang!" Miller thundered back. "We don't need their money."

Later in the hearing he suggested with a wink, "Maybe we should just print a warning on the side of every motorcycle – Caution: Motorcycle riding may be hazardous to your health."

When Foran tried to bring the bill up for reconsideration, hoping to sneak it through without opposition, Senator Miller called to advise us of the plot. "You'd better be here, he's going to try again."

Last year the helmet legislation was stopped long before it reached his committee but it was a great comfort to know that Senator Miller stood in the path of its ultimate progress.

We have lost a brilliant legislator, a powerful ally and a good friend.

ANOTHER NECKBREAKER DEATH IN RIALTO!

How many more will have to die before neckbreaker marking laws are enacted? Young Billy Mulligan was the 2nd victim in less than a year from Rialto.

RIALTO, Cal., Jan. 2 – A 14-year-old Rialto boy, William Mulligan, was killed after striking a steel cable barrier while riding on the banks of a San Bernardino County flood control levee near his home.

He was pronounced dead on arrival at San Bernardino Community Hospital minutes after hitting the cable, stretched across an access road near the intersection of Cactus Avenue and Base Line Rd.

Mulligan was riding a bike owned by a friend, David Pless, also 14. "Bill was traveling about 20 to 25 mph at the time," Pless said.

The boy's father, Mike Mulligan, told Cycle News: "The cable is located just past a small sharp rise. It can't be seen until you're right on top of it."

Bill is survived by his parents Mr. and Mrs. E.J. Mulligan and a sister Deborah, of 148 W. Cascade St., Rialto, California.

SUZUKI MAKES IT ... SO MAKE IT SUZUKI

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Carlsbad Moto-Cross – 1/12/69
250cc Jr. Class **1st TOM RAPP - MAICO**

Carlsbad – State Championship Moto-Cross – 12/15/68
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Jerry's Suzuki Tacoma
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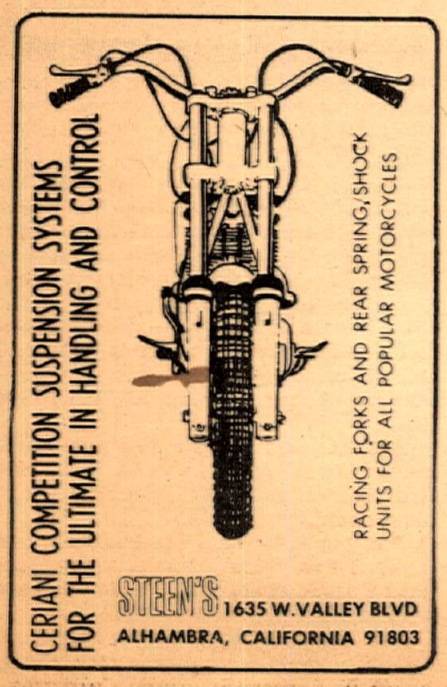

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Southern California Schedule

WEDNESDAY, JANUARY 22, 1969 8 to 10 p.m.
General introduction to moto-cross. Lighthearted lecture and exciting film. Anecdotes, useful hints and tips and question & answer period by Jeff Smith.
LOCATION: Elks Club, 1155 21st Street, Santa Monica (corner Wilshire & 21st).
No charge.

FRIDAY, JANUARY 24, 1969 8 to 10 p.m.
General introduction to moto-cross. Lecture and film. (see Jan. 22)
LOCATION: Whaley Park, 5620 E. Atherton, Long Beach (near Bellflower Blvd. & Long Beach State College).
No charge.

SATURDAY, JANUARY 25, 1969 9 a.m. to 5 p.m.
Scrambles School.
Instructor: Jeff Smith.
Jeff Smith demonstrates and explains the preparation of man and machine for moto-cross, walking the course and how to deal with every type of hazard.
LOCATION: Huntington Beach Cycle Park, 7561 Talbert (corner Gothard) in Huntington Beach (DIRECTIONS: South on Beach Blvd to Talbert and turn right).
Bring your bikes. The school is free.
Admission to park: $1.50.

Northern California Schedule

TUESDAY, JANUARY 28, 1969 8 to 10 p.m.
General introduction to Moto-cross. Lecture and film. (see Jan. 22).
LOCATION: Ridge Runners Clubhouse, Harvey West Park, Santa Cruz.
No charge.

WEDNESDAY, JANUARY 29, 1969 8 to 10 p.m.
General introduction to moto-cross. Lecture and film (see Jan. 22).
LOCATION: American Legion Hall, 651 El Camino Real, Redwood City.
No charge.

THURSDAY, JANUARY 30, 1969 8 to 10 p.m.
General introduction to moto-cross. Lecture and film (see Jan. 22).
LOCATION: Richmond Ramblers Clubhouse, Pt. Richmond Scrambles Track. No charge.

SATURDAY, FEBRUARY 1, 1969 9 a.m. to 5 p.m.
Scrambles School (see Jan. 25).
LOCATION: De Laveaga Park, Santa Cruz. No charge.

SUNDAY, FEBRUARY 2, 1969 9 a.m. to 5 p.m.
Scrambles school (see Jan. 25).
LOCATION: Marin Motorcycle Club Scrambles, China Lake. No Charge.

Making Champions in the Mother Lode:

Hangtown Moto-Cross Weekend

Top: Sam White gets away best in start of an Open Junior moto. Left: Dist. 37's #1 scrambler John Rice looked good in his first moto-cross, had $100 in hand until free-wheeling tire robbed him of it. Above: BMW sidehack piloted by Henzzerr & Billing of Fremont, Calif. didn't let a little thing like mud slow them down. Right: Famed in the desert, Polka Dot clubman Glen Clinton took 5th Open Senior on his Maico.

By Chuck Clayton

PLACERVILLE, Calif. Jan. 11 & 12 – When they weren't riding they stood around sputtering bonfires in the rain, laughing and shivering and saying how lucky they were to have this real, muddy moto-cross course to master. Rain or shine the race goes on, boy. If you want to beat the European Champions you've got to ride this stuff. They were determined to learn to love it.

That was on Saturday of the big two-day professional moto-cross put together by the stripe-clad Dirt Diggers North M.C. In the runny, hub-deep slime of that day's events, riding a motorcycle was largely a matter of adapting to rapidly worsening conditions. Every rider was equally at sea.

Mann Manages

Only Dick Mann had raced in stuff like it when he visited Europe four years ago. The experience gave him a distinct advantage and he easily outdistanced the other 250 Seniors around the 1-1/2-mile, up-and-down course.

Saturday night's weather prediction for Sunday was more rain, with a strong possibility of snow in the gold rush Sierra hamlet of Placerville (formerly Hangtown) where the Dirt Diggers North do their thing.

What saved the widely advertised weekend from being a bummer was the enthusiastic acceptance by the motor-

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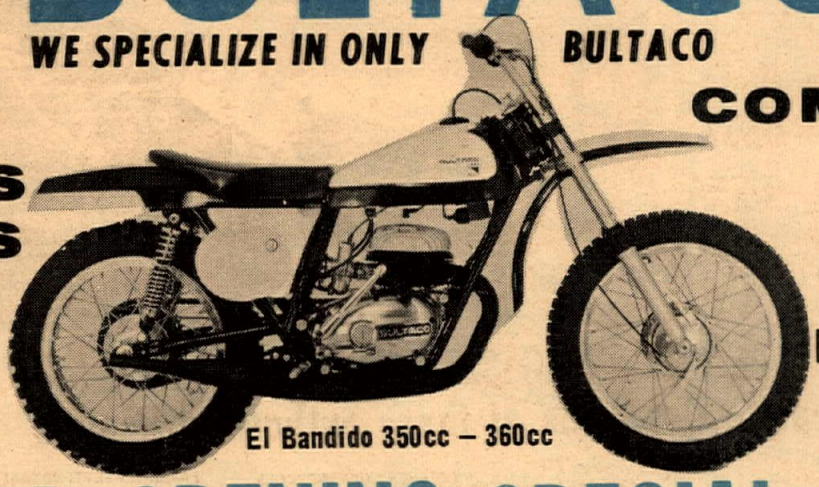
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More 250 Juniors streak past the camera.

Above: Flyin' Hawaiian John DeSoto leads Bailey and Steve Hurd up a Hangtown rise while at right, one of the local champions heads for the bath.

cyclers of things as they were. So that Sunday morning, when the sun came out and halfway dried up the premises, it was as if nature had taken a liking to the moto-cross pioneers. With customary energy, the striped organizers revised the course and the racers attacked it with verve.

News of the raging storm held down the number of entries and kept all but a few curious spectators at home. Those who did turn out included six (count 'em) number ones from moto-cross and scrambles districts up and down California, and the two top American professional moto-crossers, John DeSoto and Ron Nelson.

250 Takes Open Class

Mann had business elsewhere on Sunday so the race was close between Gary Bailey, Bob Grossi, DeSoto, Allen Kenyon and the old "Desert Fox" Glen Clinton for the open senior prize money. Bailey took the win on points with his trusty 250cc Greeves, pocketing $125 for this weekend's pleasure.

Trouble and woe was the fate of many future champions competing on those days. "The Devil's Stairstep," a treacherous downhill that dropped four stories into a muddy ditch with a solid-looking tree on one side and a barbed wire fence on the other, spooked nearly everybody. It would have been bad enough dry, but with zero traction it was "Geronimo!" all the way.

Another Dirt Digger favorite was the creek crossing, which drowned out more than a few muddy moto-crossers.

Southern California's Steve Hurd took a ride to the hospital when he cracked a couple of ribs after an endo on what passed for a straightaway. He was the only casualty.

BMW Wins Moto-Cross!?

The sidehack team of Henzzerr & Billing easily flattened the trio of three-wheelers that came for a shot at the money. Their BMW was immaculately prepared and always seemed to find traction when there wasn't any there.

Randy Lackey rode a TM Suzuki to top off the 250 Juniors on Saturday in two motos and the 125 Seniors ended in a tie between Larry Mulock and Ron Keeping after Sachs-mounted John Rice, who only had to finish the second moto to win, sprung a leak in the rear tire and the darn thing just spun on the rim. Rice sat in the mud laughing at his misfortune.

Another of Mrs. Lackey's boys, Brad this time, beat back the 250 Juniors with his Montesa, and a special congratulations goes to Al Bennett for taking 3rd in that class on a Triumph.

Enduro and trail riders had an advantage over the purely go-fast guys on the treacherous terrain. Ability to keep moving no matter what, separated the men from the boys in those difficult circumstances.

Now that the Dirt Diggers North have demonstrated that their club has what it takes to put on a top-notch moto-cross under the worst weather conditions, we may confidently look forward to a golden age of moto-cross in both halves of the Golden State. Watch for their next event. It will be worth going to.

(Results on page 16)

OSSA

Best of Both Worlds

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HANGTOWN MOTO-CROSS

Jan. 11 & 12, 1969

1st DICK MANN - OSSA

2nd Gary Bailey – Greeves) Tie
2nd Randy Scott – Yamaha)

WINS

DIST. 37 TT CHAMPIONSHIP

Dec. 15, 1968

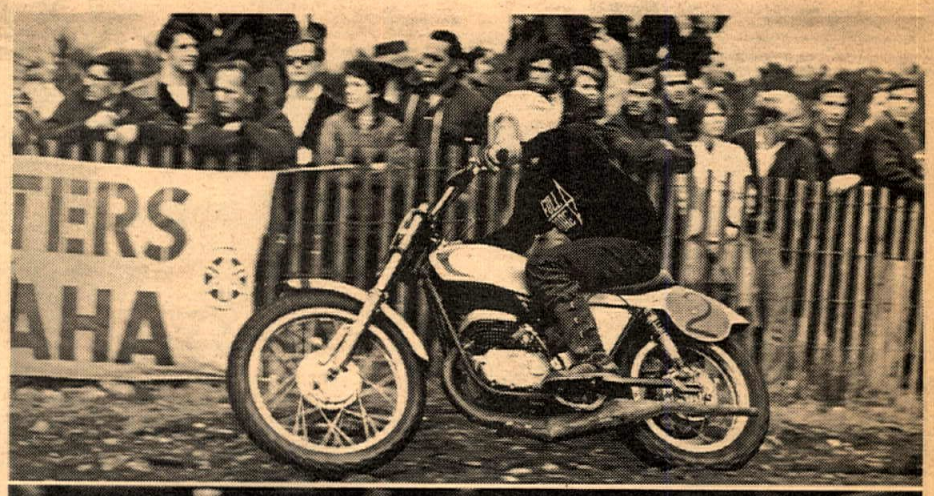
1st DAVE ALDANA - OSSA

2nd DAN CARLTON - OSSA

3rd TED LONGWITH - OSSA

4th Larry Taylor – Bultaco

5th JIM CONNELLY - OSSA



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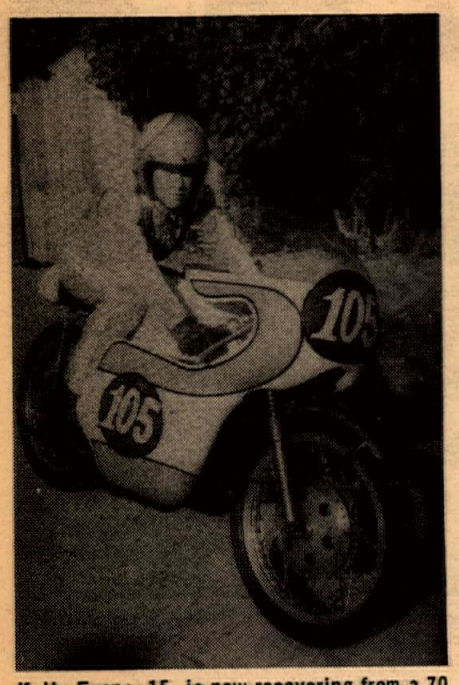

Kelly Evans, 15, is now recovering from a 70 mph crash. He broke his collar bone.

Story and Photos by Ernie Flores

Motorcycle road-racing, considered principally a man's world, has been invaded by two teen-age boys from El Cajon, Calif. The two boys, still in grade school have shown not only that they can ride bikes like men, but that they can be winners too.

Kelly Evans, 15 and his brother, Pat, 14, started racing only a few months ago, but their record in rugged road circuits such as Carlsbad, Orange County International, Willow Springs and Riverside, have drawn admiration from professional riders as well as racing enthuriasts. In fact, no less than Don Vesco, the famous road-racing ace, has taken notice of the boys and is now tutoring them on the finer points of the sport.

Their father, Dave Evans, a building contractor, says he and his boys often go riding in the desert on his trail bike and they enjoy every minute of it. This, he said, has given the boys love for two-wheeled machines and the enthusiasm to race them.

Kelly, a ninth grader at Monte Vista High has now 12 races to his credit. He took to racing a little earlier than his brother. The first competition he entered was a 50-mile desert race seven months ago. He rode his dad's trail bike.

Kelly was unable to complete the race that time. Just as he was finishing the first ten miles, somebody ran him off the course and in the spill the shifting lever of his bike broke.

That experience, especially on one's first race, would have discouraged some other kids, but not Kelly.

At this time, the kids had seen only the trail and desert varieties of competition. So one day, their dad decided to bring them to a road race. They liked the sleek road machines and the speed with which they were driven on the circuit. Their father had to buy a road machine a few days later. When the next road race was run, Kelly was in it.

Accident

On Kelly's second race, he rode a 250cc Yamaha, formerly owned by Don Vesco. Kelly managed to finish in the top 10, which was remarkable, considering that it was his first road race and that it was a tough class competition where most of the professional riders participate.

Kelly went on to more races after that, and would have garnered more honors had not an accident stopped him. He was competing in a 12-hour endurance race at Willow Springs when he was hit by a bike going 70 mph. The impact threw him 300 feet and he sustained a broken collar bone.

At this writing, Kelly is still recuperating from his injury. He plans to go back to the tracks as soon as his doctor allows him to. According to his mother, he could hardly wait to start riding again.

But while Kelly's star has temporarily gone down, that of his brother, Pat has risen dramatically in the last few months.

Pat's first attempt to compete in a trail bike race was a disappointment. He was on a trail bike but his tires were not regulation. He was disqualified.

His third try at racing was both a painful and exhilirating experience. In this race he took a spill at 60 miles per hour and skinned one of his hips. Nevertheless, he finished second in the 100cc main event, thus making up for his earlier failures.

On his next race, Pat took the second place once more. But after that he would settle for nothing but the first. At this writing, Pat has nine straight main event wins at the California Road Race Circuit on a 100cc Yamaha – an outstanding record for a 5-foot-two, 82-pound boy competing with full-grown men as old as his father.

His latest win was at Riverside on December 15. This was Pat's most difficult race because it was raining. Earlier that same day, the kid had a spill. He was a little wary in subsequent races. Nevertheless he was able to stick by his record just the same.

Brother Pat, 14, has piled up a long string of 100cc wins on his Yamaha. Not bad for an 82-pounder.

In explaining the riding techniques of Pat, his father said: "He goes as fast as the other riders on the straights, but where most slow down on the corners, he goes through faster."

The Evans boys' successes in motorcycle racing at an early age have been mainly made possible by their father, a one-time race car driver himself. A big help too is Don Vesco with tutoring, and assistance in preparing the bikes for racing.

So they would better respect their racing machines, the Evans' do their own repair and maintenance. At their home at Lorena Lane in El Cajon, the Evans have their own shop with more than $12,000 worth of racing machines and parts.

Dale Evans has high hopes for his kids in the racing world. Their immediate goal is Daytona for which the boys have been preparing intensively.

"They can go on racing as long as it is fun to them," he said.

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Help New Young Riders

The Inland Motorcycle Safety Association president is calling for help. His club has members from seven to eighteen who ride bikes of 250cc and smaller. They were donated a large area of land on North Riverside Dr., near Devore Road in North Rialto, by the Fontana Water District and the Owl Rock Company.

What they do is try to get kids off the street to teach them how to ride and respect their machines.

They are sponsored by the Rialto Jaycees and have solid establishment approval.

But president Del Lowen says the riders are getting bored with the same old trials event every month. They want to enter events organized by the regular clubs.

Lowen is asking for co-sponsorship from clubs for an event of their choosing – trials, endurance, whatever, so long as it's tamed down to the small-fry. He even says the other club can keep the entry fee.

Lowen's club will present a large trophy to the club that puts on the best event of the year.

"It's not much, we know," he said, "but it will show our appreciation."

There is also a large sign at their site where the name's of each participating club will be added as a co-sponsoring organization.

BULTACO BUILT-TO-GO

Hangtown Moto-X – 1/11 & 12/69

125 Senior Class
1st RON KEEPING ..... Bultaco Sherpa S

125 Junior Class
1st MIKE McGOWIN ..... Bultaco Sherpa S

Salinas Ramblers Scrambles – 12/22/68

200 Novice Class
1st STEVE JARRELL ..... Bultaco Sherpa S
2nd BILL CAVANAUGH ..... Bultaco Sherpa S

200 Amateur Class
1st LARRY DARR ..... Bultaco Sherpa S

250 Amateur Class
1st JAN MIREAULT ..... Bultaco PurSang
2nd DON JUAN ..... Bultaco PurSang
3rd DAVE HARRIS ..... Bultaco PurSang

Manteca Winter Scrambles 1/5/69

200cc Novice
1st MARK MUSICO ..... Bultaco Sherpa S
2nd BILL CAVANAUGH ..... Bultaco Sherpa S
3rd TIM NAVARRO ..... Bultaco Sherpa S

200 Amateur
1st CARL YERBY ..... Bultaco Sherpa S
2nd JOSEPH BOLL ..... Bultaco Sherpa S

250 Expert
1st JIM FOLEY ..... Bultaco PurSang
3rd PHIL HINKLE ..... Bultaco PurSang

Desert Phantoms Scrambles 1/12/69

175-200 Nov/Am/Ex
1st LOYAL PENN ..... Bultaco Sherpa S
2nd MIKE RENDICE ..... Bultaco Sherpa S
3rd BOB SAUNDERS ..... Bultaco Sherpa S

250 Novice
1st BOB PATTEN ..... Bultaco PurSang
2nd LARRY HARDISON ..... Bultaco PurSang

250 Am/Ex
1st LARRY TAYLOR ..... Bultaco PurSang
2nd KIRK McDOWELL ..... Bultaco PurSang
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Profile: Hilltoppers' New President

Story and Photo by Len Sipe

Lee Hamby is the newly-elected president of the Hilltoppers M.C. Twenty-nine years old and single, he's been riding Sportsman events for two years, seldom misses a meet. Lee started out on a modified 305 Honda in TT scrambles at Elsinore and Perris. Recently he switched to the desert and is now mounted on a T100 Triumph.

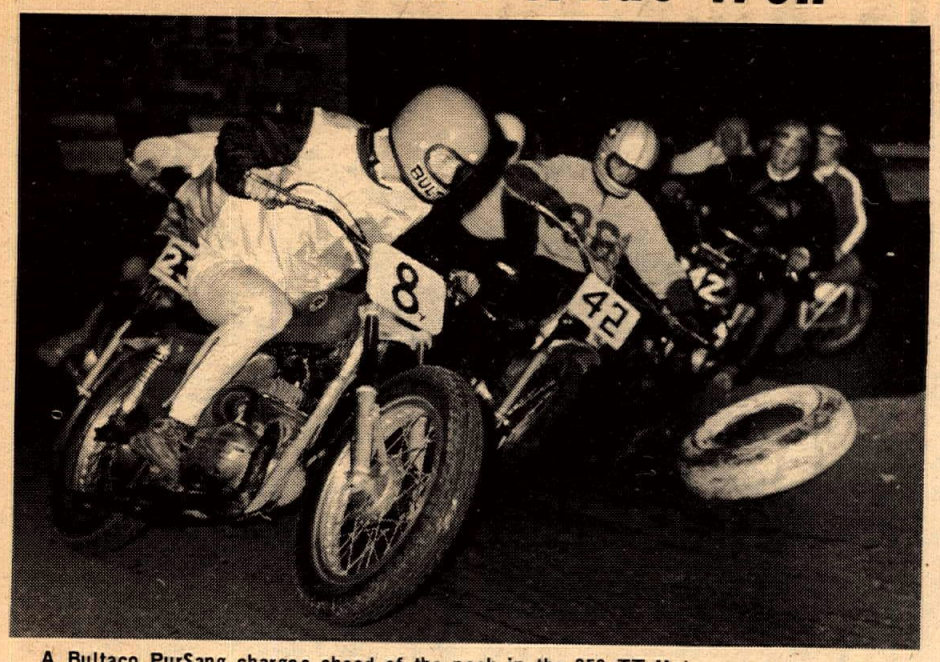
Lee's club, the Hilltoppers, has been in existence for over twenty years, and is strictly competition. Membership includes both Sportsman and professional riders.

Lee works for Southern California Edison Co. as a sub-station operator and is also part owner of Custom Auto Painting in Paramount. His shop offers the latest techniques in car and motorcycle custom paint work and boasts the only simulated-vinyl spray gun in southern California.

Crowding an already busy schedule, Hamby attends Golden State College in Huntington Beach, taking courses in personnel management. And being a bachelor, his parties are reported to really swing.

Lee Hamby

TROJAN-- The Wilde Won



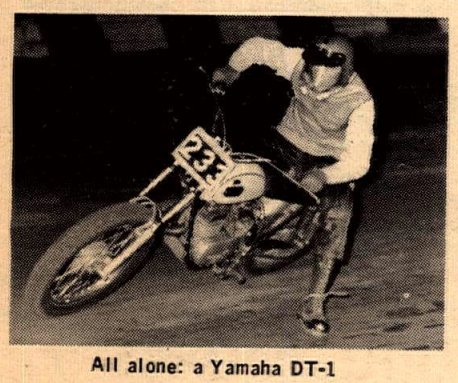
A Bultaco PurSang charges ahead of the pack in the 250 TT Main, won by Dave Clift.

SOUTHGATE, Cal., Jan. 10 – With the absence of Gary Bailey from the Friday night scene, Dale Hopkins took the 100cc Sr. TT Main with Paul (Wild man) Wilde pushing his hot little Yamaha into second place. Dan Willits (Hod) showed the 100 Jrs. the way with Yamaha ace Greg Cunningham snatching second and Larry Schaw bringing mama home a third aboard Hodaka.

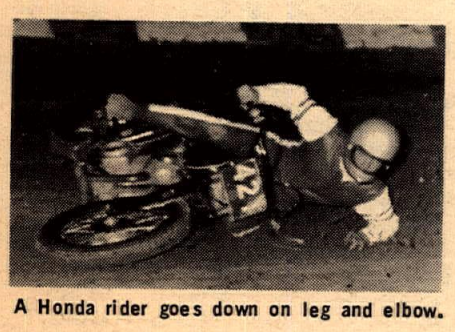
Dave Clift came all the way from Washington to take first place in the 250 TT Main; he was also second in the 250 Flat Track event behind the fast moving Yamaha of Jim Posey.

Paul Wilde made off with a first in the 100 FT Main with no competition in sight. Larry Schaw was top man in the 100 Jr. FT event with Scott Autrey hot on his heels. Gary Scott showed up with one of the new Cimitti racers and grabbed third.

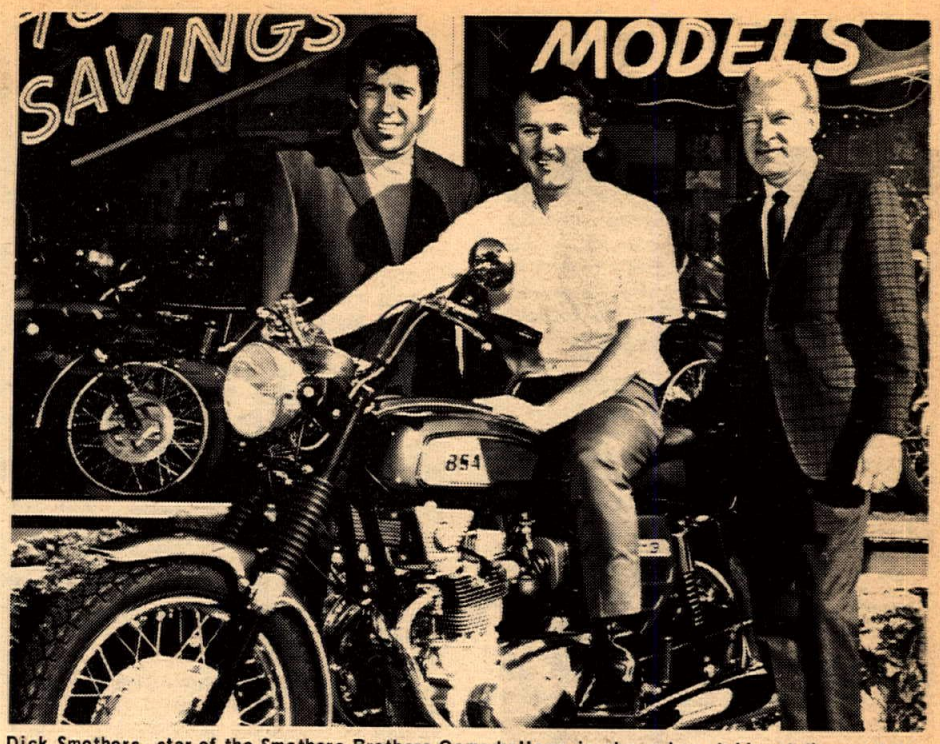
(Results on page 16)



All alone: a Yamaha DT-1



A Honda rider goes down on leg and elbow.



Dick Smothers, star of the Smothers Brothers Comedy Hour, is shown here taking delivery of the first three-cylinder BSA Rocket 3 sold in the world. With him are Pete Joseph, BSA dealer in West Los Angeles, who delivered the bike, and Joe Hope, Public Relations Manager for BSA Smothers, an ardent racing enthusiast and driver, rode a demonstrator triple, and expressed such a desire to have one that the BSA factory in England specially built a triple ahead of the scheduled production run and air freighted the bike to Los Angeles as a surprise.
Pete Joseph, a long-time friend of Smothers, arranged for him to ride the triple while attending the recent CanAm Race in Las Vegas. In addition to owning and driving his own formula cars, Smothers has been a motorcycle enthusiast for years. "If he drives a car as well as he rides his triple," said Hope, "he will be a real contender on the track."

PNTA is on The Go

With the popularity of Trials riding on the upswing in this country it became evident to a group of Northwest Trials enthusiasts that an organization to promote, encourage and sanction Trials events in the Pacific Northwest was needed. Thus the Pacific Northwest Trials Association was conceived early in November 1968.

The PNTA will establish a system compatible with those already in existence elsewhere, and capable of selecting Northwest champions for national competition. The following rules have been established for 1969 in order that rider, observer, and spectator alike might glean the fullest enjoyment from P.N.T.A. events:

1969 will be a building year with several events already scheduled. A point system based on placement will determine the overall annual championship and in 1970 will divide riders into amateur, expert and master classifications. P.N.T.A. has put together a trails kit containing such material as score sheets, number cards, rules, a booklet on how to execute a Trials. All interested applicants are urged to contact P.N.T.A. P.O. Box 131, Weston, Oregon 97886.

P.N.T.A. will initially cover Oregon, Washington, Idaho, and British Columbia. All clubs and individuals in this area who are interested in Trials should get in touch.

NOTICE TO ALL RIDERS

THE NEW 250cc 30-40 H.P. ?

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New Short Stroke motor –30–40 HP
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COOLEY'S COLUMN

By Wes Cooley

I'm not quite sure if the gentlemen who have been writing letters of inquiry concerning the Wade incident have read my previous columns or have read any of the editorial notes concerning this situation. I think it is pretty clear exactly what the problem was. The only thing that really hasn't been decided is what is going to happen about Wade's eligibility to participate in international competition in 1969.

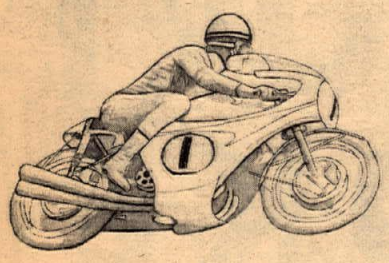
We have a letter from the ACU concerning this situation. However, we do not understand some of the statements made in this letter, and we are going to hold disclosure of the contents until we get confirmation regarding one vital fact. Apparently, someone in this country sent a telegram to the Greeves factory stating that the Dirt Diggers event was an international event, and was sanctioned as such, and signed MICUS' name to it – which could explain a great deal of the problem which has arisen. Until this matter is settled, there is nothing more we can bring out at this time concerning the situation.

Also, I'm very disappointed that Mr. Nicholson did not send MICUS a copy of his letter of protest to the FIM concerning the Wade situation. We found our copy of the FIM's reply to Mr. Nicholson's protest rather humorous. I should say "How does it feel to be verbally spanked?" Especially, when you're aware that you have violated one of the basic rules of any association (that a professional rider who enters an event, is accepted and offered start money, must appear in that event and not ride another.)

We have tried to cool this situation off as much as possible as far as the FIM and the ACU are concerned. We have discussed it here in our column because of all the verbal inquiries as well as the letters to the editor. For some reason, this matter keeps coming up, and truly, the only one who will really be hurt is Mr. Wade; certainly the distributor in the United States for Greeves motorcycles will not be reprimanded in any way.

The views expressed in this column are those of the columnist and are not necessarily the opinions of this newspaper.

Equal space will be provided to those who wish to take issue with any or all of the statements in Cooley's column.
–The Publishers.



SCRAMBLIN AROUND

By Maureen Lee

We'll start off this week by spreading the word that the Dirt Diggers grass track scrambles has been postponed until June 28-29th. There was a mixup in scheduling; just too many polo ponies still in the area. So to keep everyone happy the Diggers decided to cool it. Can you imagine what would happen when the ring-dings started firing up in earshot of those highly bred horses? Like nervous breakdown time. We'll also pass along a little cloak and dagger stuff. The Diggers November race may be so super-groovy you won't be able to stand it. How would you like to race partly through a town, partly in the rough and also on the beach?

We've been asked quite a bit about the law suit involving the Gripsters. Latest report is there is still no word about court date etc.

We've had our eyes glued to the pages of the 1969 rule book for Sportsman Competition ever since it arrived from Worthington, and there are quite a few changes. Reed valves and 5-porting is allowed now. In fact, the rules are so loose that you can darn near do anything you want to your bike regarding swapping bits and pieces. The term "as catalogued" is no longer used. The one line we're most interested in is "A rider may enter only one class in each division." And division, my friends, is either lightweight or Heavyweight. This too differs from previous years and makes us wonder about the lucky ones who can afford to bring two scooters out every Sunday (say a 100 and a 250 or a 21" and a 650), riding two classes and receiving points for their best finish. It looks like this is a "no no" if anyone wants to make something out of it.

The penalties section is also interesting. Get caught with a piston exceeding the allowable limitation and it's a 30 day suspension, a $25 fine and return of any trophies won with the machine that day. The owner of the bike gets suspended for a full year. If you're itchy about them measuring your little jewel and say no, you're out for a year.

The offenses section gets even worse, and should give some food for thought amongst a small minority of our group; there are clauses about riding with phony names, bribes and attempting to arrange the finish of races or to interfere in the actual competition between the riders in an event.

Anyhow, we suggest that all clubs send their $1.25 to Worthington and get a copy of the Sportsman Rules, so their referee can have one; it saves a lot of trouble if one is available when problems arise.

Go-Go Graham, riding CZ, makes it tough for the new Greeves 360 rider on the outside during the 125cc Junior event won by Mike Runyard.

Carlsbad Draws From Afar

Story and Photos by Bill Pettigrew

CARLSBAD, Cal., Jan. 12 – About 100 riders from as far away as Nevada and Washington came to ride the demanding Carlsbad Moto-Cross course.

Mike Runyard and Bob Bailey pulled off wins in the Junior and Senior 125 class to sew things up for the Sachs people. Runyard's win was his second in a row; it looks as if his new charger fits him well.

Mark Blackwell managed to stay away from the TT tracks long enough to come out and play moto-cross, with the end result being a first in the 250 Junior class aboard his trusty Yamaha.

Jim Wilson (Gre) riding true to form snatched top money in the 250cc Senior class, but not without a battle from top rider Russ Darnell (Hus). Darnell broke a water pipe sticking up just off the course, in an ill-fated jaunt during practice. He didn't seem to get the hang of things after that.

Rich Thorwaldson (Bul) riding out of C-B Motors in Gardena, California, pulled a great third after duels with Wilson and Darnell in the first and second motos.

Tom Rapp again showed the way in the 500 Jr. class by powering his Christmas present (a new Maico) in for first place. That makes two wins in a row for the Rapp clan. Greeves enthusiast P. Harber drove all the way from Las Vegas, Nevada to grab second 500 Jr. honors. Per Olaf Persson, (Met/BSA) looking relaxed, brought home top money in the 500 Sr. class with hard-riding Jim Wilson (Gre) in pursuit. Jim and Per Olaf changed the lead several times throughout the first and second motos with Olaf getting a burst of energy about half-way through each moto, he couldn't be caught. Bob Bailey brought his Maico in for third ahead of Husky-man Bobby Kulek.

(Results on page 16)

Not one of the leaders, but still pushing hard on his Maico.

A Montesa Cappra skims along the up-down-and-around moto-cross course.

Motorcycle Puzzle #2 Solved:

Michael Welton is the Winner with 168 Brands

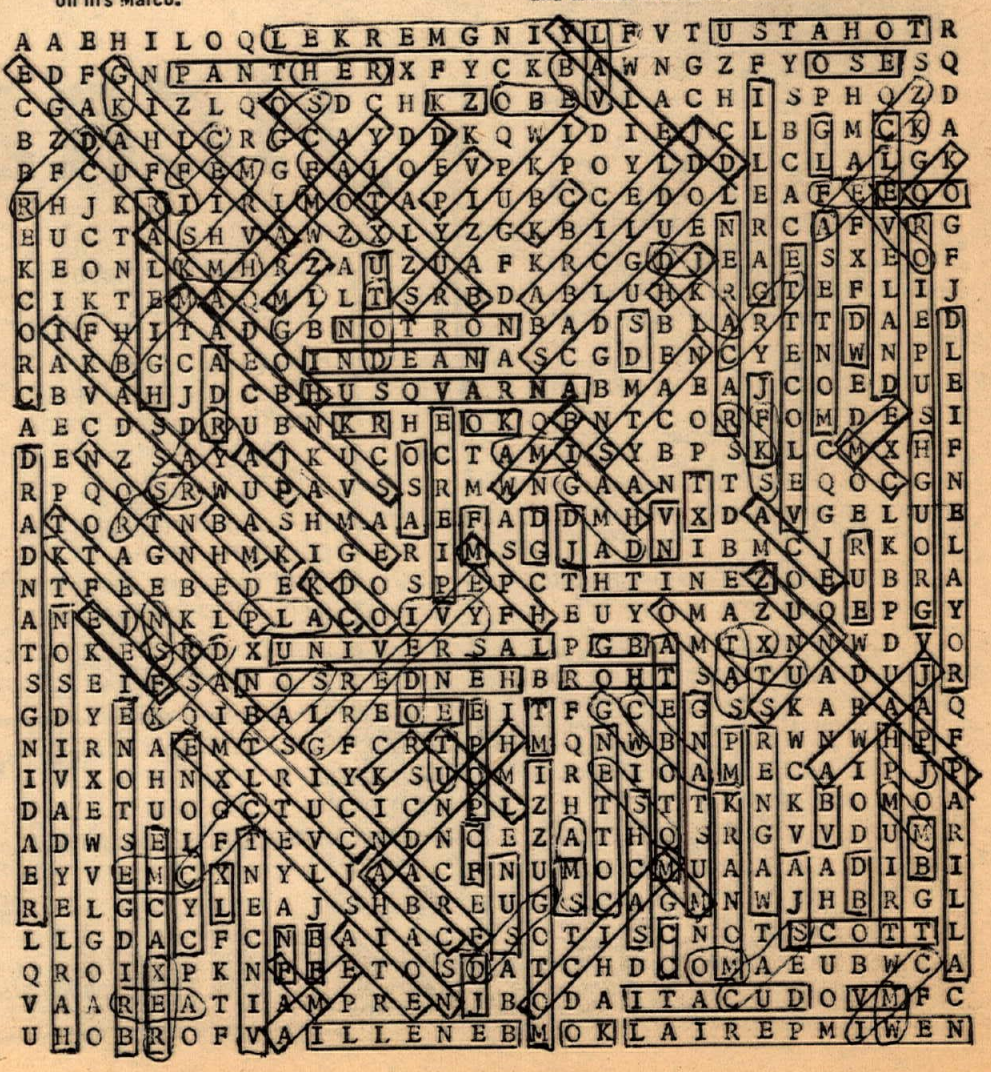
Motorcycle puzzle author John Clement will again be surprised to find that his mindbender #2 had 43 more brands of motorcycles in it than it was designed for.

Yes, Michael Welton of Beaverton, Oregon discovered one-hundred and sixty-eight different brands in the second alphabet soup puzzle and will receive $10 for his eye-crossing efforts. Runner-up was Ivan C. Winter of Los Angeles, Calif. with 164 unduplicated brands.

A total of 174 entries were received.

Our source for verification of all the discovered brands is a book called "The World's Motorcycles" by Irwin Tragatsch, published in 1963 and available through Cycle World Books. Following are the winning brands:
ABC, ACE, AER, ADS, AEL, AJS, AKD, ALP, Ami, AMC, AMO, AMS, AWO, Ariel, BD, BH, BM, BV, BSA, BAM, BIM, BMW, Brough, Bridgestone, Benelli,, Cotte(o)n, Crocker, Curtiss, Cleveland, Cyclone, CRT, CMM, CFC, CAS, CC, CF, CM, CZ, DS, DMG, DEI, DFR, DSK, DOT, Douglas, Ducati, Excelsion(r), em, eo, eso, EBO, ECA, Eli, EMA, EMC, ETA, EVO, Flying Merkel, Francis Barnett, Fox, FB, FN, FM, FEE, FKS, Gilera, Garelli, Greeves, GB, GD, GL, GSD, HB, HJ, HT, HMK, Husqvarna, Hodaka, Honda, Harley Davidson, Ivy, IFA, IMC, Indian, Imperial, James, JD, JH, JAP, Kawasaki, KC, KG, KR, KZ, LOT, MB, MC, MF, MM, MP, MR, MT, MDS, MW, MZ, MAT, Montesa, Moto Guzzi, Moto Beta, Mustang, Monark, Merkel, MAS, MPH, MGC, MFB, NV, Norton, NUT, New Imperial, OD, OK, OM, OMN, PA, PV, Parilla, Pope, Pierce, Panther, PMZ, REH, RS, RAP, Rex, Reading Standard, Raleigh, Royal Enfield, UT, Universal, SAR, SM, Sun, SIM, SKF, SUT, Standard, Stan, Sachs, Scott, Sunbeam, Suzuki, TAS, Triumph, Tohatsu, TX, Velocette, Vincent, VAL, VAP, WD, Wagner, WAG, XL, Yale, Yamaha, Zenith, Zundapp.

Some of the brands that the winner missed were: Rudge, CB, MV, Maico, OSA, Henderson, JFK, Bultaco, Hai, RUD, Penton, Thor, BCR, DECA, DAW, ISO, JNU, KRS, LGC, LMP, MGF, NSH, OMC, OMB and SIC.



NEW FOR 69

BOLD SWIFT AGILE

BSA Victor Special 441cc

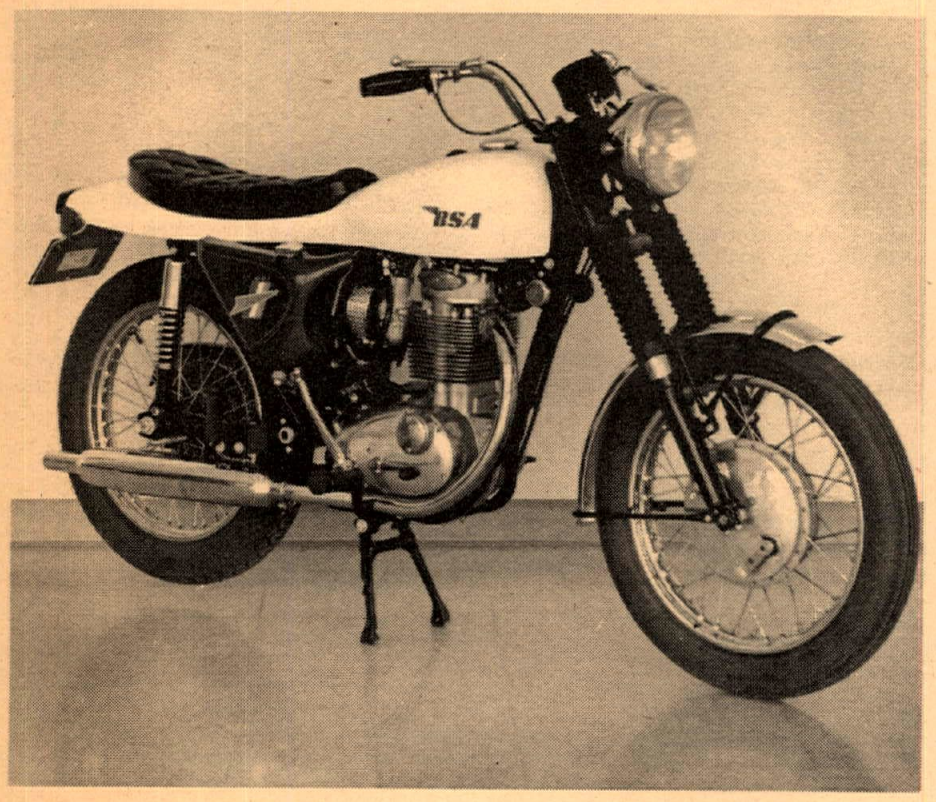
Here's the Beeza that handles the rough stuff. Light, agile and unashamed of its brute power. New features for '69 include improved gearbox for faster, effortless positive mesh shifting; provision for tach for competition precision, and much more. Primary chain tensioner, alloy head, big 8" brake, adjustable shocks made the Victor Special one of the most versatile bikes available.

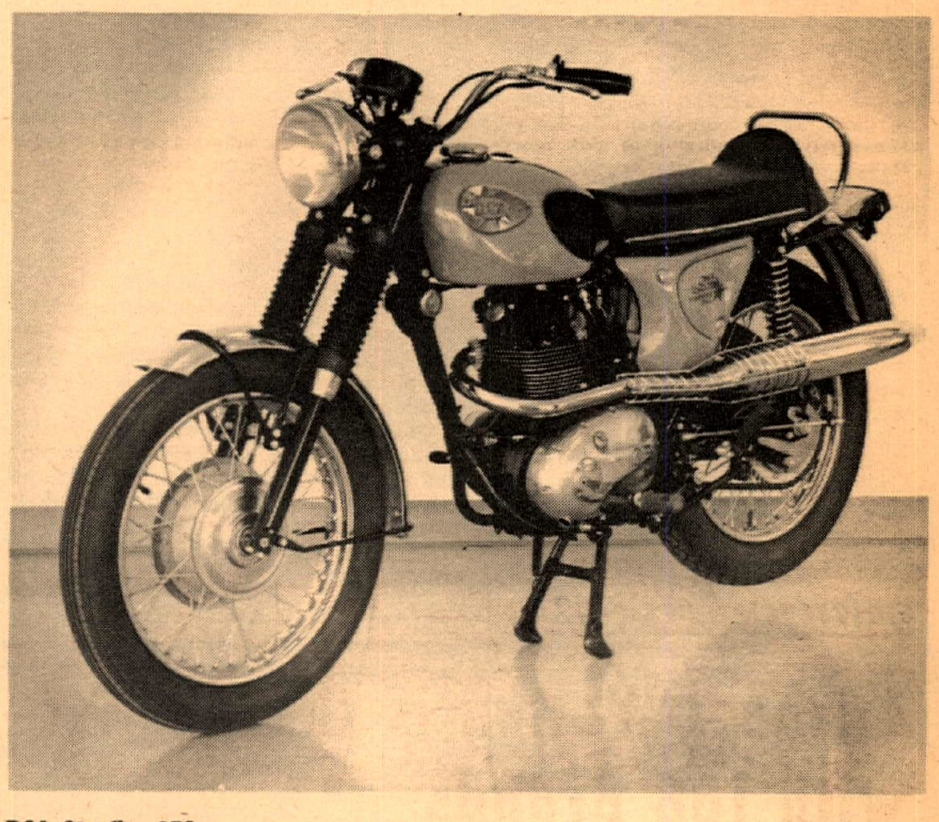
BSA Shooting Star Special 441cc

Here's the Beeza for competition minded America. The lean, low racey look in a true street scrambler.

You get big power in this lightweight motorcycle with 9.5 to 1 compression, high-torque and sparkling top-end performance.

In any bike, go without adequate stop is no go. That's why the Shooting Star has a brand new full-width brake – a full 8" in diameter.





BSA Starfire 250cc

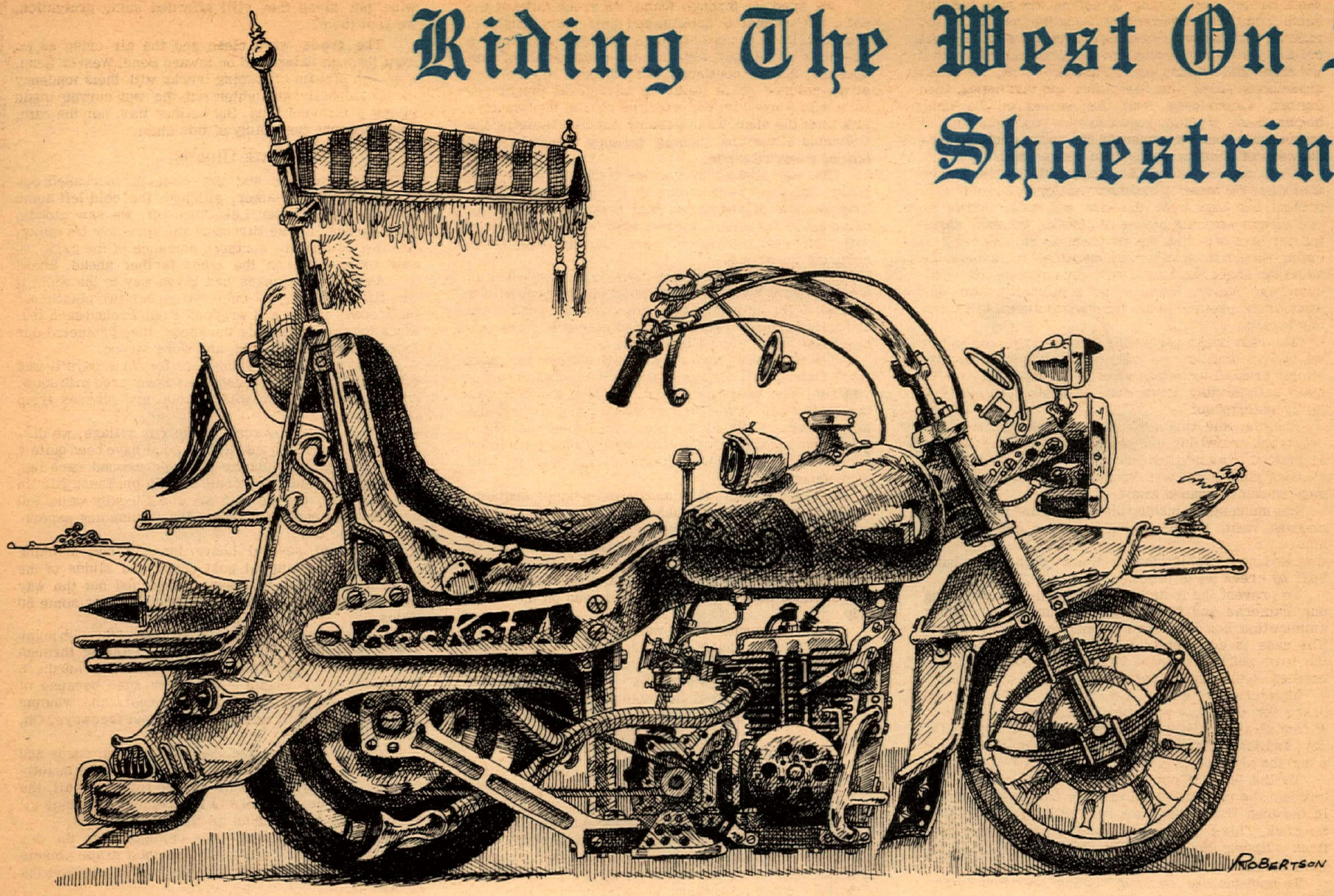
Here's how to break away from the crowd! Completely new styling that includes special black engine with polished fins, upswept exhaust, and a gold stripe down the center of the new orange tank. To add precision to your riding, there's a big, double-leading shoe front brake and provision for a tach. The o.h.v. single gives you extra economy, reliability and usable power. For high speed cornering or meandering through the fields, it's Starfire ... the hottest lightweight off the line.

Just 3 of 8 Bold Ways to Make Time in 69

See Your Bold World Dealer Now!

BSA

Riding The West On A Shoestring



By Jim Watson

While lying around the fireplace toasting your toes this winter why not start making that dream cycle trip a reality? It needn't be as expensive as you think if you use a little ingenuity to cut expenses where you can.

My brother Tim and I decided to get away from Kerman near Fresno, California to see what there was to see. On our meager student budgets, we decided not to take a tent. Inquiries had led us to believe the weather would be good on our circular tour of seven western states.

Our decision was influenced by the fact that space was scarce, especially since our own six and a half foot frames filled the seating capacity completely. But just in case, we did carry three five-foot by seven-foot sheets of plastic for emergencies.

Front and rear turn signals made of 3/4 inch electrical conduit were added to make in-town navigation safer and easier. The total cost was $12, a cheap price to keep some aggressive motorist off your back.

Nearly all our gear was packed into surplus canvas back packs of convenience. The two packs – one with cookware, the other with toiletries, plus a chain to lock up the bike – were attached to the top of the front turn signals and tied back against the bottom of the windshield.

Another good and convenient place to carry things is on top of the gas tank. You can buy leather touring bags for mouting on the top of the tank. Some of these have a nifty little map window in the top to hold a map of the area you're traveling in. These bags are well worth the price and some can be quickly detached from the tank and carried with you.

However, not feeling that a map window was worth the possible risk of running off the road, and not being able to afford one in the first place, I made mine out of heavy canvas.

This gave room to carry an extra bike chain, a first aid kit, two pair of motorcycle gloves, sunglasses, wallets, Chap Stick (which I highly recommend, since there is nothing as bothersome as dry and cracking lips), and a large assortment of maps in a pocket in the lid or flap.

The flap was zippered around all but one side. Total cost was less than two dollars, and it included a soft cloth liner. Since my Triumph TR6 came with a tank-mounted rack, I secured the bag to this.

Low Back Rest

A back rest was added to the luggage rack to make my passenger a little more comfortable. It was kept low to make getting off easy in case we dumped the bike. This was made out of a small section of conduit with appropriate bends, a piece of plywood with some foam padding glued to it and covered with vinyl plastic. The whole unit was then bolted to the rack.

This kept "little" brother from leaning directly against the load and pushing it backward, and gave him some much-needed back support. After an overall check of the bike and a tune-up we were ready to go.

We got a late start on August 5, our first day on the road. We only made it to Yosemite from Fresno. But that first night we began to appreciate the two-burner gas stove we'd taken. We'd ridden late into the day and it was almost dark before we pulled into our camp.

Fortunately we didn't have to fumble around in the dark gathering fire wood at this hour; we simply got out the stove. The stove proved well worth the extra height it added to the paraphenalia on the back.

While in the kitchen department, it's worth mentioning the one pound, two pound, and three pound coffee cans with wire handles attached. Place inside one another, the total space involved is only that of a three pound can. With these and a skillet we handled all our cooking and washing chores.

To carry larger amounts of water I used a device that is free if you find one. It's the milk container used in coin-operated vending machines. A two-layered plastic bag with screw-on cap, it has a long, flexible, small diameter plastic spout.

Unscrew the cap, pour in as much as five gallons of water, replace the threaded cap and tie a knot in the plastic spout. Presto – you have a large supply of water. When empty fold it up and pack it away.

As our immediate goal was the Grand Tetons via Salt Lake City, we got an early start the next morning. Nevada is a pretty barren state. After the first few hours of sage brush boredom sets in.

As the day wears on motorcyclists face a real problem. A combination of monotony, the steady blast of warm afternoon air in the face and the continuous drone of the engine, provide the makings of a disaster.

The eye lids begin to get heavy and before you know it, you're almost in a trance. Before this happens, stop the bike, get off and walk around. Freshen up a bit to break the monotony. Otherwise you may become a road marker or hood ornament.

Looking Around

A good place for a break in Nevada is near Ely. Five or six miles northwest of Ely is the small mining town of Ruth. Here is one of the largest open-pit copper mines in the world.

As we stood on the edge of the gigantic hole, looking down at the ant-like equipment, we admired the beautiful orange and yellow tints of the rocks and soil in this man-made wonder.

Time went fast from Ely to Wendover and across the 40 miles of salt flats into the Mormon city. Temple Square in the heart of the city is a must for any traveler in the area of Salt Lake City. Tours of the grounds and Tabernacle are given every half hour. A beautiful visitor's center and the calm and friendly atmosphere add up to make it an interesting and relaxing visit.

We headed north from Salt Lake City, through Logan Canyon and on to Idaho on one of the most scenic sections of the trip. From the town of Logan, the road winds down hill through green valleys and grain farms all the way to Bear Lake, Idaho. Scattered throughout the hills are long-abandoned log cabins.

Late the fourth day we had reached the Snake River in Montana and were heading north toward the Grand Tetons. There is no mistaking these monarchs; their jagged and snow-clad peaks stand high above the surrounding countryside.

Since it was late when we reached the Tetons, we headed directly for a camp ground at the Gros Ventre Landside, one of the largest earth movements in the world. This slide is just east of the Tetons and is well worth the short ride.

Much to our disappointment, the following day was overcast. Clouds hung low around the mountains, hiding the peaks. A light drizzle fell as we rode north past beautiful Jackson Lake and on to Yellowstone.

Leaving the Tetons the road straightened out but the rain started falling harder and traffic increased. The road appeared to be covered with a low layer of fog as rain bounced off the ground and the warm exhaust from the cars rose in front of us. After entering the park we stopped to dry off at the village of West Thumb on the bank of Yellowstone Lake and visited with two cyclists from Southern California.

We soon headed east from Yellowstone toward Cody, Wyoming, hoping it wouldn't be raining there. Near Cody we broke enough spokes in the rear wheel to make further travel impossible. A farmer was kind enough to let us store the bike in his barn over night. That evening we ordered some spokes from Great Falls, Montana and considered the possible causes of the break-down.

It was apparently due to three things. One: my lack of concern over one broken spoke at the start of the trip. Two: the weight on the bike (about 600 pounds). And Three: several rough sections of road.

We spent two rainy but interesting days in Cody, exploring the museums and enjoying the western atmosphere. The spokes came the next day and later that afternoon we were ready to go and planning an early start.

The next day was one of the most beautiful we'd had. The air was clean and the sky clear. Within an hour we were back in Yellowstone for the first of two wonderful days. Yellowstone is unbelievable in its variety.

It offers the visitor everything from its famous hot springs, boiling pools, mud volcanoes, geyers and steam vents to animals and deep, intricately-carved canyons. The Grand Canyon of the Yellowstone is the granddaddy of them all.

The campgrounds are large and are almost always full during the summer months. I recommend "roughing it" and driving outside the park where overnight facilities are more readily available. Firewood was supplied free and movies shown every night at West Yellowstone. We'd purchased a Golden Eagle, a sticker allowing entry into all Federal parks.

The cost of seven dollars was covered by the number of times we entered Yellowstone alone, not to mention several other parks on the trip. Unfortunately, I've heard it may be discontinued after March of 1969.

The park roads are excellent and with their large, sweeping curves. With a heavy throttle hand it's easy to get into trouble, especially with all those four-wheeled monsters stopped on the road while their passengers admire the abundance of wildlife and magnificent scenery.

Occasionally we see a bear, paws on a car's side, peering in at the occupants safely behind their windows. However, since we aren't enthusiastic about seeing his teeth close up or shaking his paw, we ease out to the left around the cars in front and soon are on our way again.

We didn't find ourselves envying the car drivers when it came to parking. They had to look far and wide for parking spots at points of interest – which is most of the park. We could always find a place to squeeze into.

We got a good, concentrated look at Yellowstone in two days, before it began to rain again. Once again we

were on our way, trying to outrun the rain, heading north from West Yellowstone. Soon the road joins and follows the Madison River as it meanders through the rolling plains and around the table top mountains that jut from the country side. Farther north, the green grasslands faded into dry plains and farmlands, then barren, undeveloped land. As we neared the Idaho border these drylands began to show welcome tints of green again, but unfortunately the occasional thundershowers of Montana changed to steady rain.

This can be miserable, especially in the higher altitudes. We found it necessary to devise something to protect our legs from the rain and cold. Cutting up one of our smaller pieces of plastic, we made chaps for our legs out of it. We cut these as big as possible, giving enough to wrap around each leg, from the ankle up to the knee, and tied it with shoe strings, or whatever was handy. We now had a virtually water and wind proof protection for the most vulnerable part of our legs.

The rain began persisting into the nights and since we had no shelter, we began using picnic tables. We simply draped some plastic over the top. This gave us quite satisfactory protection, somewhat cramped but fairly waterproof.

Imagine the two of us under a table trying to undress and crawl into our sleeping bags – mummy bags at that. If it wasn't the cobb webs, it was somebody's chewing gum, but it was dry and well worth the trouble once we were squared away.

One morning we just lay there, listening to the early morning rain, hating to have to get out in it, yet anxious to get on our way. After a while we peeked out, and saw happily that it wasn't rain at all, but a near by creek we'd forgotten about.

To prevent the moisture and vibration from ruining our cameras and film, I lined a surplus 30 caliber ammunition box with foam rubber to fit them snugly. The case is completely moisture and dust proof and the foam padding absorbs vibration, keeping all those goodies inside the camera from rattling out of place.

Moisture did cause one problem. The plywood board for our rack was coming unglued and warping. A few strategically-placed nuts and bolts saved the day, and the board. To avoid this I'd recommend using a marine plywood.

To the back of our board we bolted a wooden tool box just the right distance to allow our stove to wedge in between it and the back rest bolted to the front of the rack. This kept everything secure and prevented it from slipping backward. The box in back made the tools readily available for us.

To hold the load securely in place, we cut an inner-tube into sections, making rubber bands approximately one and a half inches wide and eight inches long. Several of these bands were then looped together to form three tie downs several feet long. This was all that was used to hold on the rack-mounted items during the entire trip.

We sped on through Idaho, its green forests and cold, wet weather to Spokane and momentary sunshine. The tree-lined roads of Idaho's northern section gave way to a more sparsely-forested countryside of east Spokane. As we continued west through dry rolling, straw-colored grain fields an occasional bright red barn with white-rimmed windows shared the countryside with the shadows of passing clouds. Crossing the Columbia River and passing through Wenatchee, we headed toward Seattle.

The sky clouded over as we continued toward the coast. Soon we were riding in a continuous drizzle. The amount of vegetation that grew along the road came as no surprise – forests with tall trees covered with many years growth of moss, and waist deep ferns covering the ground.

We had hoped to see the Olympic National Park in northwestern Washington but poor weather conditions caused us to skip it – this time. We had read much about its beautiful rainforests and glaciers but somehow these didn't appeal to us now.

The thought of buying rain suits entered my mind many times, but I always hoped we'd soon reach better weather. The cost of a good rain suit at the time was prohibitive. However I'd suggest you shop around and buy some good-quality, durable, rain protection before you go on any trip. I've since found out that you can be pretty comfortable in cold or rainy weather with such apparel.

Anxious to head south and toward sunnier weather, we made tracks toward Longview, just north of Portland, Oregon. We spent another night under a picnic table in what would have to be the closest imitation to a rainforest imaginable. The trees dripped moisture when it wasn't raining. The moss and vegetation were the thickest here of anywhere we'd been on the whole trip.

The two-burner stove was more than earning its extra weight and space. Granted, it was big and bulky, but have you ever tried to light wet wood with a match? Ideally, one or two single burner stoves would be best, thus eliminating a lot of the weight and bulk of the two-burner unit. We used my brother's Boy Scout back pack to keep the sleeping bags in. They stayed completely dry throughout some pretty wet weather.

Next morning we headed east from Longview along the northern bank of the Columbia River, past large sea-faring ships, great log jams floating to the riverside log mills and people fishing for sturgeon. As the road meandered toward the coast and momentary sunshine, the ferns and moss faded. The last four miles to Astoria were across a toll bridge at the mouth of the Columbia River. Needless to say, the view was well worth the dollar fee.

The wind that was apparently blowing the fog from the shores here, leaving us a bright day, was also blowing fog into the shore as we headed south. Our make-shift leg protectors were now badly ripped by the wind but since they still afforded some protection, we kept them.

The roads were clean and the air crisp as we went through Salem and on toward Bend. West of Bend, a broken stream of logging trucks with their tendency to occasionally straighten out the wet curves made things a bit unnerving. But neither this, nor the rain, could obscure the beauty of this state.

Dark Clouds

Broken clouds and dry breezes increased our hopes for good weather, although the cold left some doubt. At the Crater Lake turn-off, we saw clouds, dark clouds, in the direction we were now traveling. Heading toward the northern entrance of the park, we saw white stuff on the trees farther ahead. Snow!

As our first chaps had given way to the wind, it was time to make new ones. We cut our two plastic air mattresses in two and wrapped a half around each leg. Since these were double thickness, they protected our legs from the biting cold, and were strong.

As it had been snowing here for three days it was quite cold. Soon the windshield was covered with snow, and only some fast wiping kept my glasses from icing over.

When we finally reached the rim village, we dismounted and headed inside. We must have been quite a sight – bright red plastic wrapped around each leg, shivering so badly we could hardly put fresh film in our cameras, and so stiff we could hardly walk. But now that it's past, it is one of the outstanding experiences of the trip.

We spent several hours thawing out, drinking coffee, and looking at post cards and slides of the area. Determined to leave, we headed out the way we'd arrived, as the road south had snow for some 60 miles.

Going towards California, we passed through many areas of extinct volcanic activity. Passing through heavy rain at Klamath Falls we went into northern California. Mt. Shasta couldn't be seen because of cloud covering. Then redwood forests and winding roads gave way to warm weather and freeways. Oh, how sweet it is!

We began to realize that the straight roads and the winding ones, the barren mountains and the beautiful, the lush green forests and no forests at all, the friendly people and looks of amazement, that they all were coming to an end as we traveled on.

Past the small road-side communities, the dry weeds and litter of a late August. Past grape pickets and tomato fields. On through the traffic and past the occasional tourist. It was over.

Thanks go to Jay York for his help on this article and to Wilson's Motorcycle shop for advice in preparing the bike for the trip.

BAKERSFIELD Exciting Ending

By Ernie Winslow
Photos by Jack Light

BAKERSFIELD, Cal., Dec. 29 – Closing out the season at Sprocket Park proved to be an exciting as usual. Sid Payne, like a vintage wine, seems to improve with age. Not that Payne is by any means ready to apply for Medicare but he's been around racing for a few years. This season Payne's trucking business has curtailed his bike racing, but even after a four month absence Sid showed up for the final race of the year and rode Jim O'Hara's Triumph to an easy victory in the open class.

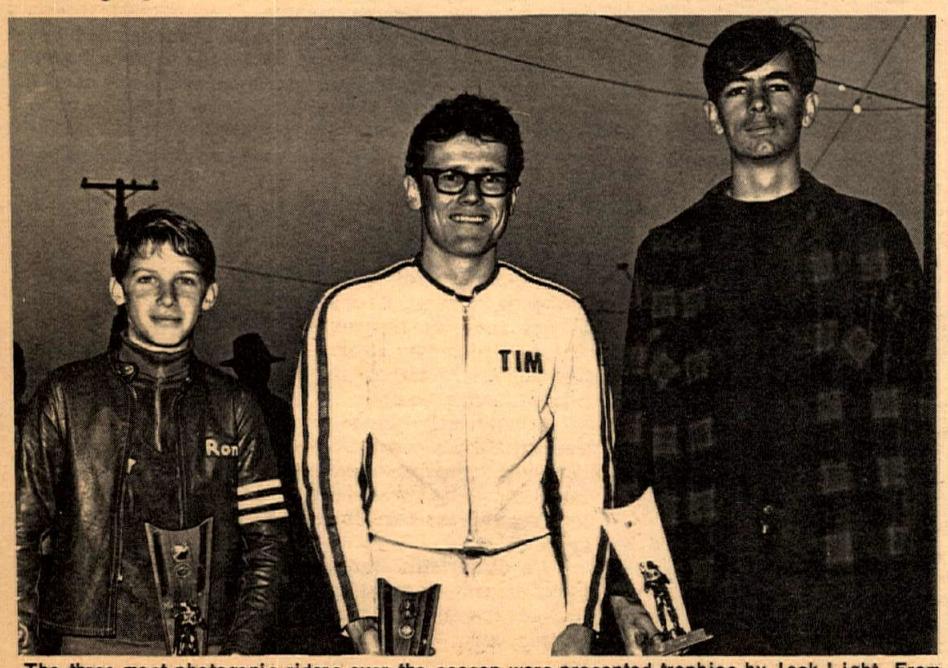
Mike Keen "showboated" around in the 500 amateur-expert event. The apparent ease he had in winning this class was a strong point in favor of running this classy rider and his mighty Matchless in the open class and making him work just a bit harder. Stan Sibley of Visalia riding a 360 Bultaco was first amateur.

The 250 experts were demoralized by a upstart amateur. Steve Davis led the blushing experts to the finish line. Amateur Jim Maxwell did the same in the combined novice-amateur-expert event. Maxwell recently went the marriage route, and with that usually goes that nasty work work. This was the first race he's made for quite some time. Watch this boy next year, he'll figure out some way to get race days off and return to his full schedule up and down the valley. Both Davis and Maxwell rode Bultacos.

Rick Newby rode the Roseberry Kawasaki to another impressive win in the 125 expert race. Amateur Leon Cotton of Porterville, also riding a Kawasaki, followed Newby to pick up his trophy.

Special awards for the year were presented to three riders by Jack Light Action Photos. Jack singled out the most photogenic rider and machine in each class and presented each with a trophy. Ron Tobey and a well-prepared Bridgestone took the first award; Tim Thomas got it for his immaculate Bultaco and Triumph, Midge Griffith for a fine Norton.

(Results on page 16)



The three most photogenic riders over the season were presented trophies by Jack Light. From left, they are Ron Tobey, Tim Thomas and Midge Griffith.

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Bounce Stover, #4, has the jump on the pack in 250 expert.

Upstart Pushes Mann, Persson

Story and Photos by Dale McKinnon

MARYSVILLE, Cal., Jan. 5 – It was bright and cold with a hint of rain. More riders and spectators than usual turned out for the Feather River Club's event.

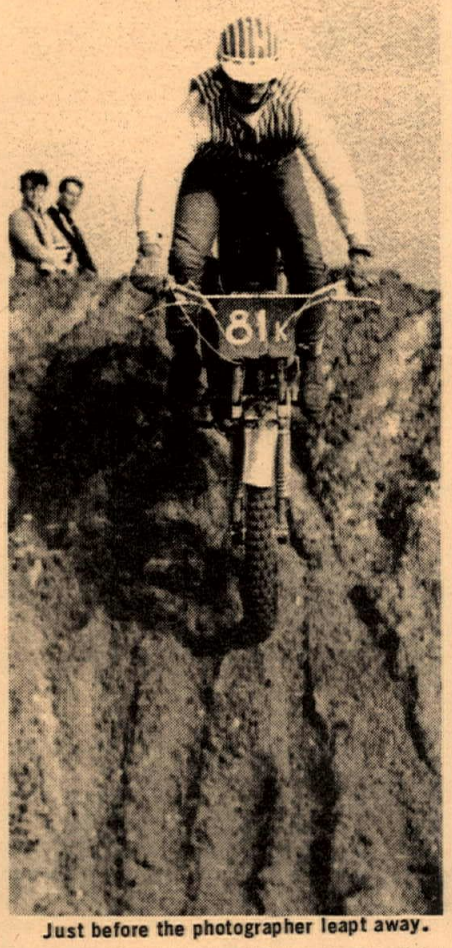
They got their money's worth as Dick Mann can ride one. Olaf Persson, one of Europe's top riders, showed up. He was also fantastic. But the biggest surprise of the day came when 15m, Bob Grossie, showed Mann and the Swede the way around the course on each Moto.

It took Mann about four laps to pass him, as well as the Swede. They had their own little race as they diced back and forth; the winner was in doubt right up to the last. Carl Cranke, one of our top riders, put on a good show also; he was up there for a while on his 125 Penton.

The 250cc novice race was run separately, as they had more than all the other classes put together. The Dirt Diggers North fielded the most riders in this class as well as a few others. Kirt of the Dirt Diggers won this one without much trouble.

The course was down in the river bottom, so the track was almost perfect. Mann said it was laid out more like a European course, except not quite as long. It didn't have any water, but a lot of loose sand, dips and gullies.

Everyone I talked to said they'd like to have more races down there. It looks like Moto-Cross has finally come to Northern California.



Just before the photographer leapt away.

Dick Mann, but he wasn't alone.

Bob Grossie led the open class in each moto. When he gets a little smoother he'll be hard to beat.

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Steve Holladay on a Husky took second, if the race counts.

No problem at the smoke bomb; but a mile later the slap-dash layout of the course caused the first of many snafus.

How Not To Run A Hare Scrambles

Story and Photos by Dick Wright

INDIO, Cal. Jan. 13 – Mike Patrick, #1 Open Class desert rider, overcame some unexpected obstacles to win the Hare Scrambles in three hours and 15 minutes on his 250 Yamaha.

Think of the worst run you've ever been to, and then forget it; this would have topped it.

We'll try to tell it as it happened:

There were 325 riders on the line, ready to go at 10 sharp. The course was reported to be 30 miles around, in the shape of a lazy shamrock, and all classes were to go three loops. The course turned out to be 50 miles around and there were six checks in the field because of the zig-zagging of the course.

The banner was dropped forty-five minutes late; the first man to the smoke was Larry Bergquist, #888x on his Bultaco, followed by Al Rogers, #118, and Mike Patrick. A mile after the smoke, the course made a sharp left-hand turn over a single-rut hill about ten feet from the highway, causing mass confusion when all of the bikes pulled over on the highway.

The first half-circle of the shamrock zig-zagged back and forth, with no lime thrown on the side of the trail to mark the direction one upcoming turn was to take, and there wasn't a burned-in trail that you could follow. Needless to say, even the leaders got lost a couple of times.

Head-On

The course then ran down a wide, fast sandwash and made a 90 degree right turn, heading up into the hills away from the pits for the second half-circle of the shamrock. The leaders were able to make this turn because they didn't have any dust, but the next group missed it and kept going on down the sandwash; they picked up some lime a quarter of a mile down, got a check, and headed back for the pits, missing a fifteen-mile loop of the course. They had no idea of their mistake, figuring they had traveled about twenty-five or thirty miles.

Meanwhile, Bergquist and Patrick were going the entire fifty miles, taking them an hour and five minutes. They were using the buddy system as they both kept getting lost, and found themselves running into big groups of riders going the wrong way on the trail. They stopped so many times to discuss the situation that Bergquist lost interest and decided to head back to the pits. Besides that, he was suffering from a sore shoulder which occurred when he was hit head-on by one of the riders coming the wrong way.

Patrick pulled into the pits at 2 p.m. with what looked like a card with all the checks, and was followed by Steve Holladay, #714, on the Husky, and Yamaha-mounted Phil Bowers, #139x. Harold Mortensen, #55, on a Triumph, also appearing to have all the checks, crossed the line for fourth spot.

The trail bikes went off fifteen minutes after the big bikes and were to go the full 150-mile distance of the course, taking them over 3-1/2 hours. Terry Clark, #395, on a Hodaka tuned by his dad, had a ten-foot lead at the smoke, followed by Wayne Ragland, #515, and Jeff Wright, #76, both charging bar-to-bar on S.S. Hodakas.

Almost all the leaders ran into problems that sent them back to the pits. Jack Morgan, Hodaka-mounted #1, had the lead going out on the third loop, but broke down half-way out. Gene Cannady looked like the eventual winner, as there were few trail bike riders able to finish.

After the race, we discussed the problems that arose on this run with four experienced desert riders: Larry Bergquist, Mike Patrick, Jack Morgan, and Ben Bok, who is also a District 37 Sports Committee member. The following suggestions were made:

1. Before laying out a run, contact Ron Sloan, president of the sport committee, to get the new book, "Desert Check-List," an accumulation of the knowledge and experience of many people. It gives information on the supplies needed, how to lay out a run, how to handle results, and how to set up the pits.
2. The correct mileage on the course should be given to the riders so that proper gas stops can be arranged.
3. It is a good practice to throw lime on the side of the trail before a turn, or even get off your bike to lay out a string of lime to mark the turn.
4. Have a group of riders burn in a single-rut trail to follow.
5. Have an organizational meeting for workers before the run starts, so that everyone knows what is going on, and how to do his job.
6. Don't try to put on a hare and hound or hare scrambles without enough experienced help.
7. Keep checks down to four in the field or less with the course running in straight lines between checks.
8. Don't run the first part of the loop close to the second half. With that many riders they are bound to run over.

Most of these 325 riders, who probably had to spend at least $25 just to make it to the line, missed a loop in the course without even knowing it.

NBC Tells It Like It Really Is

Los Angeles TV viewers last week were pleased to watch an NBC Newservice series on "Motorcycles and the People Who Ride Them" that told the truth, for a change, about our favorite pasttime.

Produced by Peter Burns and directed by Mike Gavin, the 3-part series, aired in prime time told about the growth of motorcycling as a participant and a spectator sport. It treated the AMA thoroughly and fairly and put the Hells Angels into proper perspective.

Everyone who saw the series should write to either Burns or Gavin in care of NBC News, 3000 W. Alameda, Burbank, Calif. and thank them for their thoroughly researched and fine presentation.

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RESULTS

HANGTOWN MOTO-X
Placerville, Calif.
Jan. 11 & 12, 1969

JUNIORS 251-OPEN
Brad Lackey Mon
John Green Mon
Al Bennett Tri
Darrell Courtright Hus
Roger Kline Hus
Bud Gibson Eso
Sam White Mon
Ron Keeping Bul
Arley Anthony Gre
Bill Schneider Hus

SENIORS 251-OPEN
Gary Bailey Gre
Bob Grossi Mon
John DeSoto Mon
Allen Kenyon Bul
Glen Clinton —

SIDEHACKS
Henzzerr/Billing BMW
Singleton/Holliman Tri
Schmint/Erl Hon

125 JUNIORS
Mike McGowin Bul
Charles Smart Pen
James Hanks Hod
Jack Driggs Sac
Dayl MacDonald M-B

125 SENIORS
Larry Mulock tie Pen
Ron Keeping tie Bul
David Berry Hod
Allen Kenyon tie Bul
John Rice Sac

250 JUNIORS
Randy Lackey Suz
Bill Evans Yam
Darrell Courtright Hus
Ken Caldwell tie Bul
John Matthews tie Bul
Dennis Kuff Hus
Charles Ivie Bul
Richard Phillips Gre
Larry Lee Hus

250 SENIORS
Dick Mann Oss
Gary Bailey tie Gre
Randy Scott tie Yam
Jim Saitone tie Bul
Don Stover tie Yam

CROSS COUNTRY RACE
Coos Bay, Ore.
Sun., Jan. 5, 1969

360 CLASS
1. Collin Bower Hus
2. Bob Harless Mai
3. Ron Roberts Gre

OPEN HVYWEIGHT CLASS
1. Ron Newell Hon
2. George Tamilin Tri
3. Eddie Leeth Hon

250 CLASS
1. Keith Nerseth Kaw
2. Chuck Standford Gre
3. Dale Demarris Bul
4. Terry Holmquist Oss
5. Dale Phillips Yam
6. Juston Potter Oss

100cc CLASS
1. Bud Harris Pen
2. Jack Dehart Sac
3. Lee Parks Kaw
4. Dale Tucker Pen
5. Ray Davis Hod
6. Bob Kutz Hod
7. Dennis Weehunt Hon

TOP 20 EXPERTS IN DISTRICT 36, as of December 9, 1968
By Clara Gutierrez

1. Paul Johnson 268
2. Allen Kenyon 158
3. Terry Sage 86
4. Bob Boaz 83
5. Bob Grossi 82
6. Bruce Teixeira 73
7. Keith Carlson 63
8. Ray Huff 57
9. Dave Bellina 52
10. Lance Anderson 49
11. Wheeler Gresham 49
12. Dave Hansen 48
13. Richard Wymer 48
14. Harry Dring 45
15. Joe Henry 45
16. Mark Brelsford 42
17. John Paro 40
18. Cliff Aksland 38
19. Gene Conant 37
20. Jim Saitone 36

SPROCKET PARK
Bakersfield, Cal.
Sun., Dec. 29, 1968

90cc NOVICE
1. Ron Powell Yam
2. Jim Hodge Mot
3. Jim Pence Bri

125cc NOVICE
1. Don Andreatte Kaw
2. Bruce Perry Yam
3. Steve Craft H-D

125 AM./EX.
1. Rick Newby E Kaw
1. Leon Cotton A Kaw
2. Mike Keen E Bul
3. Buck Lindsey Yam

250cc NOVICE
1. Craig Ingals Bul
2. Ron Powell H-D
3. Dan Colley Bul

200 NOV/AM/EX.
1. Jimmy Maxwell Bul
2. Gary Walker Bul
3. Leonard Reed Bul

250 AM/EX.
1. Steve Davis Bul
2. Freeman Coulter Yam
3. Stan Mills Mon

350 NOV/AM.
1. Pete Willis A Duc
2. Don Hughes A Moj
3. Steve Wheeler N Hon

500 AM./EX.
1. Mike Keen Mat
2. Stan Sibley Bul
3. Bob Bennett BSA

OPEN NOV./AM.
1. Midge Griffith Nor
2. Darrell McCaulley BSA
3. Ray McCallister Tri

OPEN EXPERT
1. Sid Payne Tri
2. Carroll Jackson BSA
3. Don McKay Tri

CARLSBAD MOTO-CROSS
Carlsbad, Cal.
Sun., Jan. 12, 1969
By Bill Pettigrew

125cc EXPERT
1. B. Bailey Sac
2. B. Kulek Pen
3. J. Puster Sac

125cc JUNIOR
1. M. Runyard Sac
2. D. Burnett Bul
3. J. Lewis Pen
4. B. Harber Pen
5. R. Bailey Sac
6. E. Crippa Sac
7. G. Ryder Hod
8. M. Lane Hod
9. A. Fox Sac
10. G. Graham Pen

250cc EXPERT
1. J. Wilson Gre
2. R. Darnell Hus
3. R. Thorwaldson Bul
4. K. Kato Yam
5. A. Baker Yam
6. G. Smith Mai
7. D. Clift Kaw
8. V. Hannan Suz
9. R. Wilson Hus
10. J. Bentley Hus

250cc JUNIOR
1. M. Blackwell Yam
2. D. Ortega Hus
3. G. Schweers Bul
4. J. Morris Yam
5. B. Bragdon Yam
6. M. Lane Yam
7. T. Horton Gre
8. D. Slumskie Bul
9. R. Burkett Yam
10. J. Harber Gre

500cc EXPERT
1. Per-Olaf Persson Met
2. J. Wilson Gre
3. B. Bailey Mai
4. B. Kulek Hus
5. F. Hipken Am/Ea

500cc JUNIOR
1. T. Rapp Mai
2. P. Harber Gre
3. B. Pettigrew Mai
4. M. Harrison Mai
5. D. Templeton Mai
6. H. Jackson Hus
7. G. Hutchinson —
8. M. Fox Mai
9. J. Randall Hus
10. J. Kulek Hus

ELSINORE RESULTS
Sat., Jan. 11, 1969

100cc NOVICE
G. Wickam Suz
R. Saindon Hod
S. Willoughby Yam

100cc NOVICE—2 MAIN
G. Kirkendall Suz
D. Anderson Bri
S. Wright Hod

200cc NOVICE
J. Narby Osa
D. Ney Bul

250cc EXPERT
T. Longwith Osa
D. Clift Kaw
T. White Yam

350cc NOVICE
C. Saderstrom Bul
J. Boothe Bul
J. Arnold Hon

500cc NOVICE
B. Smith BSA
N. Fleece Tri
D. Luna BSA

OPEN NOVICE
D. Luna BSA
S. Harn BSA

100 EXPERT
T. McKee Hod
G. Wickam Suz

250 NOVICE
B. Hardison Yam
C. Soderstrom Bul
L. Hardison Bul

500 & OPEN
T. Longwith Osa
S. Armstrong Yam

MANTECA WINTER SCRAMBLES
Manteca, Cal.
Sun., Jan. 5, 1969
By Dale W. Ivan

100cc NOVICE
Mike Rouney Bri
Dayl MacDonald MB
Joel Krick MB
Larry Ringler Cim

100cc AM./EX.
Kenny Roberts Suz
John Hargis Bri

200cc NOVICE
Mark Muscio Bul
Bill Cavanagh Bul
Tim Navarro Bul

200 AMATEUR
Carl Yerby Bul
Joseph Boll Bul

250 NOVICE
Jim Vendley Kaw
Joe McGowan Yam
Ken Smith Bul
Gene Farthing Bul
Gene Lanoy Kaw

250 AMATEUR
Mike Wolkamp Yam
Tom Booth Bul
Don Ivan Bul

250 EXPERT
Jim Foley Bul
Milan Vickers Kaw
Phil Hinkle Bul

375 NOVICE
Bob Christan Hon
Doug. Teeter Hus
Tom Mzdlem Bul

375 AMATEUR
John Green Hon
Ed Bonds Bul

375 EXPERTS
Bob Grossi Mon
Merril Beidleman Bul

500 NOVICE
Bob Garretson Tri
Mike Graziano Tri

500 EXPERT
Ray Huff BSA
Jerry Chadim Tri

650 NOVICE
Chuck Foscalina Tri
Jud Eager BSA

650 AMATEUR
Jerry Philpott Tri
Bill Landsborough BSA

650 EXPERT
Eric Jorgenson BSA
Lance Anderson BSA
John Frazer Tri

DESERT PHANTOMS TT
Adelanto, Cal.
Sun., Jan. 12, 1969

50cc MOTO
1. Steve Nichols Yam
2. Gary Caldwell Suz
3. Paul Lambert Yam

100cc NOVICE
1. Ron Powell Yam
2. Bill Hardin Suz
3. Larry Shaw Hod

100cc AM./EX.
1. Dale Hopkins Suz
2. Steve Nichols Yam
3. Troy McKee Hod

175/200 NOV/AM/EX.
1. Loyal Penn Bul
2. Mike Rendich Bul
3. Bob Saunders Bul

250cc NOVICE
1. Bob Patten Bul
2. Larry Hardison Bul
3. Ron Powell H-D

250cc AM/EX.
1. Larry Taylor Bul
2. Kirk McDowell Bul
3. Jim O'Neal Bul

350-500 NOVICE
1. Bill Bartels H-D
2. C. Glenn Brunson Bul
3. Chuck Wheat Mai

350-500 AM./EX.
1. Jerry Willingham Bul
2. Jim Mautin Tri
3. Denny Stinson Tri

650cc NOVICE
1. Art Amarillos Tri
2. Don McDonald Tri
3. Ralph Porzelt BSA

650cc AM/EX.
1. Terry Moriarty Tri
2. Mike Van Aker Tri
3. Mike Nerm Tri

All results unofficial unless otherwise noted.

SAN DIEGO TRIALS
Miramar, Cal.
Dec. 15, 1968
By Gary Barton

AM. LIGHTWEIGHT
1. Mike Hans Cot
2. Bill Batzloff Cot
3. John Schulz Spr
4. Wally Albright Bul
5. Victor Conaway Bul
5. Bob Hans Bul
7. Loyd Davis Tri
8. John Woodruff Bul
9. Vince Martinelli Gre
10. Rex Eagleson Bul

AM. HEAVYWEIGHT
1. Milton Stimson Hon
2. Jack Evans BSA
3. Les Wolf BSA

AMATEUR WOMEN
1. Joyce Davenport Hod
2. Diana Earl Hod
3. Doreen Portner Hon
4. Edna Evans Bul
5. Corol Lawrence Hon
6. Carrie Lane Hod
7. Nila Grove Hod
8. Donnie Stewart Hod

MASTER
1. Jim Wilson Gre
2. Bob Grove Bul
3. Bob Nickelson Bul
4. John Walters Bul
5. Jack Ward Bul
6. Gary Davis Gre
7. David Evens Bul
8. Duane Stone Bul
9. Harry Brattin Tri
10. Lee Rombeau Hod

EXPERT
1. Tom Stowers Gre
2. Ed Davenport Hod
3. Louie Dunn Gre
4. Joe Ward Cot

AM. ULTRA LTWEIGHT
1. Bob Riggs Hod
2. Normen Cowell Sac
3. Fred Haas Hod
4. Dennis Christenson Hod
5. Bill Earl Hon
6. Dean Kilippert Hod
7. Glenn Henry Hod
8. Larry Frakes Hod
9. Bob Devore Hon
10. David Blair Yam

LIONS DRAG STRIP
Wilmington, Cal.
Sun., Jan. 12, 1969

TOP BIKE
Disharoon 11.48—127.29 H-D

TOP GAS
Moulders & Reese 11.59—117.03 Nor

TOP MODIFIED
Jack Murphy 12.46—105.14 Suz

TOP STREET
Will Hodges 13.35— 97.71 H-D

STREET
A — Will Hodges 13.35— 97.71 H-D
B — Mike DeLuca 14.11— 91.27 Tri
C — Hugo Chicon 14.85— 84.11 Suz
D — Martindale 15.34— 81.37 Yam
E — Nagaishi 15.37— 84.82 Kaw

MODIFIED
AA — Al Sherwin — — H-D
A — Henry Mynatt 12.74—107.87 H-D
D — Jack Linn 13.00—107.62 Suz
E — Jack Murphy 12.46—105.14 Suz

GAS
A — Troy Peques 12.00—114.01 H-D
B — Moulders & Reese 11.59—117.03 Nor
C — Lomita Honda 19.01— 62.00 Hon

TROJAN RACEWAY TT-FT
South Gate, Cal.
Fri., Jan. 10, 1969

100 TT MAIN SR.
Dale Hopkins Suz
Paul Wilde Yam

100 TT MAIN JR.
Dan Willits Hod
Greg Cunningham Yam
Larry Schaw Hod
Mike Curoso MB

250 TT MAIN JR.
Dave Clift Kaw
Dan Cook Bul
Ron Billi Bul
Phil Moon Bul

FLAT-TRACK
100 FT SR.
Paul Wilde Yam

100 FT JR.
Larry Schaw Hod
Scott Autrey VT
Gary Scott Cim
G. Cunningham Hod

250 FT JR.
Jim Posey Yam
Dave Clift Kaw
Hugh Long Bul
Frank Ching Hod

SALINAS RAMBLERS SCRAMBLES
Sun., Dec. 22, 1968
Salinas, Cal.
By Dale W. Ivan

200 NOVICE
Steve Jarrell Bul
Bill Cavanagh Bul

200cc AMATEUR
Larry Darr Bul
Bill Williams Mon
John Helebo Mon

250cc NOVICE
Jim Longnecker Yam
Bob Johnstone Yam
Don Lewis Mon
John Moore Hus

250cc AMATEUR
Jan Mireault Bul
Don Ivan Bul
Dave Harris Bul

250cc EXPERT
Scott Diffenbaugh Suz
Allen Kenyon Bul
Gene Connant Bul

350cc NOVICE
Cecil Willis Yam
Dave Barchus Hon
Craig Godwin Hon

500cc NOVICE
Doug Teeter Hus
Dave Clausen Mai
Bob Hen Bul

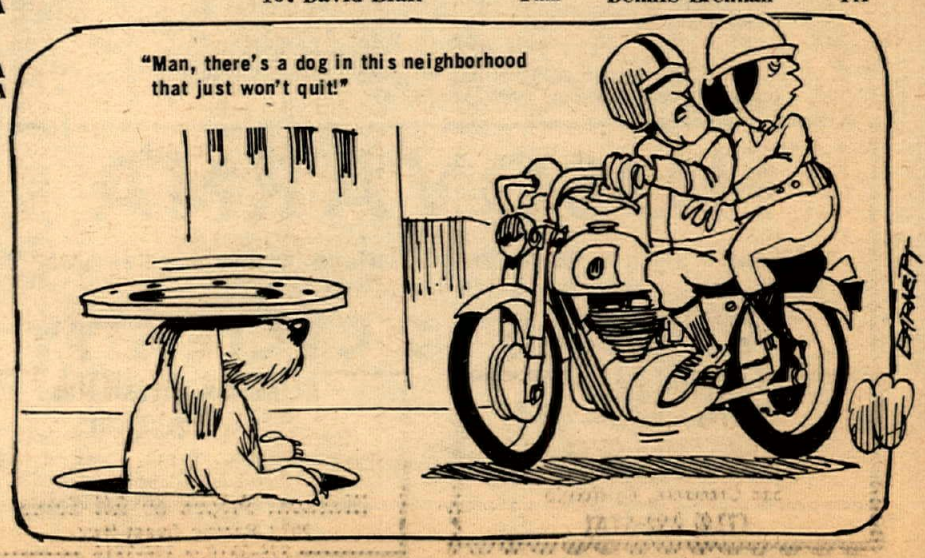
500cc AMATEUR
Don Cowles Mon
Don Chilsom Gre
Bill Williams Mon

500cc EXPERT
Ray Clausen Mai
Bob Grossi Mon

650cc NOVICE
Wendell Davidson Tri
Phil Turner BSA
Ed Estada Tri

650cc AMATEUR
Norm Seidel Tri
Mack Gibbs BSA
Marc Smith BSA

650cc EXPERT
Bart McMurray Tri
Jim Rice BSA
Dennis Brennan Tri



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DISTRICT 37 DESERT TRAIL BIKES EARNED 1969 NUMBERS

By Richard Kouns

1969 No.	1968 No.	Name	Cl.	Pts.
1.	1	Morgan, J.	Exp.	2710
2.	4	Anderson, W., Jr.	Exp.	2205
3.	7	Jensen, E.	Exp.	2015
4.	2	Froelich, J.	Exp.	1940
5.	6	Morgan, F.	Exp.	1905
6.	395	Clark, T.	Exp.	1600
7.	45	McLaughlin, B.	Exp.	1510
8.	11	Jacklett, J.	Exp.	1380
9.	3	Barnett, R.	Exp.	1237
10.	108	Flanders, G.	Exp.	1222
11.	8	Scheidler, E.	Exp.	1203
12.	578	Summers, J.	Exp.	1183
13.	9	Wright, Dr.	Exp.	1083
14.	74	Johnson, J.	Exp.	1062
15.	76	Wright, J.	Exp.	1005
16.	92	Crowell, E.	Exp.	990
17.	199	MacDougall, F.	Exp.	975
18.	126	Drake, T.	Exp.	959
19.	588	Gipe, H.	Exp.	950
20.	515	Ragland, W.	Am.	949
21.	43	Lee, J.	Exp.	947
22.	60	Mulock, L.	Exp.	935
23.	112	Griffin, G.	Exp.	930
24.	39	Goldsmith, D.	Exp.	920
25.	38	Markham, K.	Exp.	900
26.	31	Hoyle, T.	Exp.	885
27.	608	Rader, M.	Am.	885
28.	289	Watkins, D., Jr.	Am.	870
29.	132	Mahoney, I.	Am.	866
30.	34	Robbs, R.	Exp.	849
31.	219	Martin, D.	Am.	795
32.	82	Steven, C.	Exp.	785
33.	47	Wilson, L.	Exp.	731
34.	55	Bandringa, J.	Am.	731
35.	88	Ramey, G.	Am.	730
36.	94	Purcell, C.	Am.	704
37.	42	Anderson, W., Sr.	Exp.	696
38.	878	Griffin, W.	Am.	693
39.	68	Klassen, R.	Am.	690
40.	77	Klock, B.	Am.	673
41.	103	Cannady, E.	Exp.	670
42.	50	McGill, H.	Exp.	661
43.	69	Jenkins, Thomas	Am.	660
44.	909	Peters, R.	Am.	658
45.	17	Ditson, J.	Exp.	599
46.	16	Martino, R.	Exp.	596
47.	999	Duncan, R.	Am.	565
48.	61	Spencer, J.	Am.	560
49.	12	Thomas, C.	Exp.	546
50.	612	Wurtzel, A.	Am.	545
51.	51	Brown, J.	Exp.	536
52.	32	Froelich, L.	Exp.	525
53.	14	Waters, R.	Exp.	500
54.	23	Taylor, L.	Exp.	490
55.	847	Domay, J.	Am.	489
56.	19	Oshima, H.	Exp.	487
57.	500	Bourgeois, K.	Am.	474
58.	15	Foster, P.	Exp.	465
59.	66	Heininger, J.	Exp.	456
60.	818	Clancy, J.	Am.	453
61.	64	Ewing, B.	Am.	440
62.	523	Morgan, D.	Nov.	422
63.	272	Ryan, T.	Am.	416
64.	63	Souza, G.	Exp.	410
65.	M 244	Crowther, G.	Am.	395
66.	111	Burpo, R.	Am.	378
67.	803	Shepherd, C.	Am.	370
68.	129	Garrett, W.	Am.	369
69.	184	Burrell, W.	Am.	366
70.	M 121	Peppel, A.	Am.	362
71.	768	Tripp, J.	Am.	354
72.	M 239	Peters, L.	Am.	352
73.	216	Binning, J.	Exp.	345
74.	190	Parks, K.	Am.	345
75.	33	Miller, M.	Exp.	340
76.	56	Reynolds, D.	Am.	340
77.	401	Benton, A.	Nov.	325
78.	351	West, E.	Nov.	324
79.	M 171	Belt, B.	Exp.	320
80.	M 303	Brown, M.	Nov.	310
81.	114	Saylor, T.	Am.	308
82.	35	Stumpf, R.	Exp.	305
83.	422	Wilson, M.	Nov.	297
84.	542	Afflack, D.	Nov.	295
85.	104	Sillings, D.	Am.	284
86.	M 203	Niemann, R.	Am.	273
87.	20	Maroney, J., Jr.	Exp.	260
88.	340	Lundberg, D.	Nov.	254
89.	646	Biedenbach, J.	Nov.	251
90.	331	Simons, D.	Nov.	249
91.	106	Furnish, D.	Am.	244
92.	249	Bell, E.	Nov.	233
93.	271	Trib, D.	Nov.	230
94.	720	Lewis, R.	Nov.	221
95.	822	Nuckles, P.	Am.	216
96.	71	Gomen, B.	Am.	216
97.	105	Barkkari, J.	Am.	213
98.	650	Artz, J.	Nov.	213
99.	M 268	Fortier, R.	Nov.	205
100.	247	Sovern, L.	Nov.	204
101.	116	Paul, R.	Am.	203
102.	700	Roeseler, E.	Exp.	200
103.	10	Walden, R.	Exp.	195
104.	93	Landefeld, B.	Exp.	193
105.	593	Burkert, R.	Nov.	192
106.	67	Bandfield, R.	Am.	185
107.	202	Eide, D.	Nov.	183
108.	645	McCarthy, R.	Nov.	181
109.	M 295	Brooks, C.	Nov.	180
110.	M 428	Sparkes, J.	Nov.	180
111.	462	Warner, J.	Nov.	176
112.	601	Harrington, L.	Nov.	172
113.	M 117	Grain, E.	Am.	168
114.	952	Folks, C., Jr.	Am.	165
115.	620	Long, C.	Am.	165

Continued Next Week

1968 LIGHTWEIGHT SCRAMBLES CLUB STANDINGS DIST. 37

By Richard Kouns

1.	Lightweights	5451
2.	Powder Puff	2781
3.	Scramblers	1461
4.	O.C.M.C.	1178
5.	Stump Jumpers	938
6.	Rams	856
7.	Barstow	677
8.	Jackrabbits	519
9.	Prospectors	482
10.	Rough Riders	441
11.	Dirt Diggers	408
12.	California Gophers	229
13.	Gripsters	198
14.	Hilltoppers	195
15.	Simi Valley	130
16.	S.B.V. M.C.	100
17.	Competitors	97
18.	San Gabriel Valley	84
19.	Four Aces	82
20.	Perris Valley	72
21.	Southern California M.C.	54
22.	Sinners	50
23.	Striped Crusaders	47
24.	Viewfinders	42
25.	Shamrocks	40
26.	Spokebenders	40
27.	San Pedro M.C.	31
28.	Dynamites	30
29.	Vegas Valley	25
30.	Crestline M.C.	22
31.	Desert Phantoms	11
32.	13 Rebels	7
33.	Coachella Valley	4
34.	Foothill Hawks	4

FINAL 1968 LIGHTWEIGHT SCRAMBLES POINT STANDINGS, DISTRICT 37

1.	Fred Edwards	1720
2.	Steve Nichols	1556
3.	Gary Lee Scott	1505
4.	Jim Connolly	1479
5.	Kirk McDowell	1071
6.	David Aldana	1048
7.	James Gilchrist	864
8.	Richard Sweaney	816
9.	Kurt Lewis	757
10.	Larry Taylor	728
11.	Ted Judge	714
12.	Dale Hopkins	633
13.	Gary McKenzie	626
14.	Morris Wright	623
15.	Ted Longwith	616
16.	Jay Lewis	573
17.	Danny Hockie	565
18.	Steve Bast	531
19.	Eric C. Oleson	530
20.	Jon Lindeberg	512
21.	Eulene Long	510
22.	Gary L. Bevans	506
23.	Don Alfred	503
24.	Lloyd Quintard	493
25.	Linus R. Beall	489
26.	Kenneth Lee	476
27.	Richard S. Scott	472
28.	Troy Dean McKee	470
29.	Keith Tennis	468
30.	Diane Connolly	453
31.	Alexander Armstrong	440
32.	Gary Caldwell	438
33.	Andy Skeel	428
34.	Vincent Graves	427
35.	Edward Shinault	405
36.	Willie Hockie Jr.	402
37.	Dan Carlton	391
38.	Loyal Penn	385
39.	Jack Holt	364
40.	Bob Saunders	357
41.	Mike Bast	351
42.	Mark Kruse	340
43.	Kelly Struble	340
44.	Karl Wilson	335
45.	Brad Stankey	311
46.	Gary Bailey	310
47.	Tom Clark	309
48.	Hayward Mendenhall	301
49.	Steve Stricklin	295
50.	Randy Ellis	292
51.	Greg Haserot	291
52.	Jim Arledge	276
53.	Larry Nolen	275
54.	Sandra J. Lambert	274
55.	Hank Scott	273
56.	Devon Sowell	273
57.	Ronald C. Moore	265
58.	Rick Talbot	263
59.	Marty Endless	255
60.	Rick Parker	254
61.	Stan Rogers	251
62.	Scott Autrey	245
63.	Jim O'Neal	233
64.	Steve Herrera	227
65.	S.B. Talbot	226
66.	Gary Griffing	224
67.	Mike Carver	213
68.	Floyd Lewis	210
69.	Jimmy Stein	201
70.	Kirk Travis Redding	197
71.	Keith Mashburn	195
72.	Frank McDowell	190
73.	K. Wright	189
74.	Dennis Kanegae	183
75.	Ken Beach	182
76.	Doug Yerkes	180

Continued Next Week

1968 DISTRICT 37 DESERT LIGHTWEIGHT POINT STANDINGS

1.	Ex	Larry Bergquist	2210
2.	Ex	Gary Cole	1640
3.	Ex	Bruce Dunford	1515
4.	Ex	Glen Thomas	1454
5.	Ex	Tom Muto	1430
6.	Ex	Phil Bowers	1420
7.	Ex	Dan Kline	1335
8.	Ex	George Zuber	1315
9.	Ex	Dennis Torgerson	1310
10.	Ex	Bob Rodine	1180
11.	Ex	Jim Corning	1000
12.	Am	Harold King	995
13.	Ex	Dave Miller	969
14.	Ex	Bill Ydiando	967
15.	Ex	Garry Schuelke	957
16.	Ex	Gary Griffin	950
17.	Ex	Charlie Hockie	946
18.	Ex	Bob Kulek	935
19.	Am	Bill Walters	915
20.	Am	Terry Trachy	906
21.	Ex	Carroll Ditson	856
22.	Ex	Dick Camp	824
23.	Am	Don McNamee	817
24.	Ex	Charles Hermansen	780
25.	Ex	Bill Harry	770
26.	Ex	Gary Conrad	745
27.	Am	Dick Breker	703
28.	Ex	Ron Bishop	685
29.	Ex	Stanley Phillips	681
30.	Ex	Bill Friant	660
31.	Ex	Patrick McGuire	650
32.	Am	Harry Lawrie	649
33.	Ex	Gary DeWitt	645
34.	Am	Tom Poteet	635
35.	Am	Thomas Smith	635
36.	Ex	Bob Weatherwax	634
37.	Ex	Mike McCoy	629
38.	Ex	Russ Darnell	625
39.	Am	Ray Alexander	616
40.	Am	Mickey Freeny	616
41.	Am	Nick Marcinkovich	609
42.	Am	Larry Pfutzenreuter	571
43.	Am	Gary Gibson	562
44.	Am	Cal Sukut	559
45.	Am	Jerry Dobson	557
46.	Ex	George Green	555
47.	Am	Bob Jones	555
48.	Ex	Mike Patrick	537
49.	Ex	Gary Preston	532
50.	Am	Art Heinrich	526
51.	Ex	Larry Haley	456
52.	Am	Charles Nelson	447
53.	Am	Ted Peterson	437
54.	Ex	Noel Cobbs	421
55.	Am	Gary Westergaard	414
56.	Am	Dave Lopera	405
57.	Ex	Tom Ruddy	395
58.	Ex	Jim Camaret	390
59.	Am	Al Hillan	388
60.	Am	Marvin Darrah	382
61.	Am	W.L. Turner	372
62.	Am	Darryl Ellis	367
63.	Nov	Robert Francis	365
64.	Am	Carl Marshall	360
65.	Am	Bob Steffan, Jr.	353
66.	Ex	George Walker	345
67.	Am	Warren Goff	342
68.	Am	Mike Hinshaw	340
69.	Nov	Gordon Schmidt	328
70.	Am	Ronald Hall	324
71.	Am	Thomas Schmid	315
72.	Nov	Fred Soteros	310
73.	Am	Earl Penny	307
74.	Am	James Fishback	305
75.	Ex	Bill Messer	303
76.	Am	Stan Staats	302
77.	Am	Kenneth Jenner	297
78.	Am	Mike Popovics	295
79.	Nov	Harold Hallgath	292
80.	Ex	Lon Peterson	291
81.	Ex	Jimmy Thomas	286
82.	Nov	Jack Spencer	285
83.	Am	Don Prosser	282
84.	Ex	Bill Bogner	280
85.	Ex	Peter Slavik	277
86.	Am	Joe Kulek	276
87.	Ex	Bill Thorwaldson	268
88.	Nov	Fred Priebe	266
89.	Am	Stanley Leak	265
90.	Nov	Dan Ortega	264
91.	Am	Gary Gerlich	255
92.	Am	Frank Cochrane	255
93.	Nov	Bill Bragdon	253
94.	Am	Kenneth Evans	245
95.	Am	Jerry Wagner	243
96.	Am	Chuck Curnutt, Jr.	239
97.	Am	Wes McAllister	237
98.	Am	George Etheridge	235
99.	Am	Norman McDonald	235
100.	Ex	Bud Goosen	234
101.	Am	Robert Ragsdale	234
102.	Ex	Steve Camp	233
103.	Nov	Jim Carr	231
104.	Nov	Steve Warren	229
105.	Ex	Lynn Fortner	224
106.	Ex	Bill Hair	219
107.	Ex	Don Houser	216
108.	Nov	Bob Sizer	212
109.	Nov	William Duncan	208
110.	Nov.	Lloyd Suckut	207
111.	Am	Jeffrey Nolke	206
112.	Am	Bill Harris	200
113.	Nov	Robert Duncan	196
114.	Am	Ross Termin	195
115.	Am	Dave Fletcher	191
116.	Ex	Dave Lewis	185
117.	Nov	Bill Staats, Jr.	185
118.	Am	Allen Welcome	183
119.	Nov	Ken Meter	182
120.	Ex	Wes Kellogg	181

Continued Next Week

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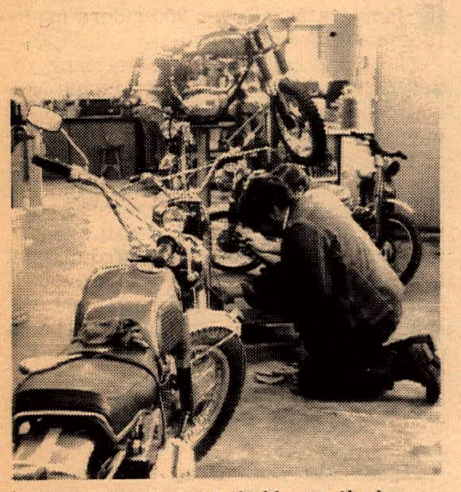
LEARN TO EARN

Story & Photos by Barbara Adams Dahms

From the four corners of the U.S. they come to the West Valley Occupational Center in Woodland Hills, Calif. for the unique Motorcycle Repair Course taught by Dale Martin: Jerry Lewis, Boothbay Harbor, Maine; Eley Anderson, Atlanta, Georgia; Stephen Hines, Yeavon, Pennsylvania; Bob Seaton, Newport, Oregon; Merrill Zeihme, Madison, Wisconsin; Mike Wagner, Denver, Colorado.



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On February 3rd the course will begin its fifth session. Registration was jammed this semester.

"The name of the game," said Instructor Dale Martin, "Is to give people a marketable skill in a minimum amount of time. This is an intensive course; 600 hours, 6 hours a day. We don't break up the continuity as in many training situations, by presenting material in two or three hour segments.

"We study the theory of engines, both two-cycle and four-cycle, relative design features and merits. Then we go into practical work such as reconditioning and tune up.

"For the most part we adhere to industry standards in reconditioning, but in some cases our limits exceed manufacturing standards, the limits being comparable to racing standards.

No Specialists

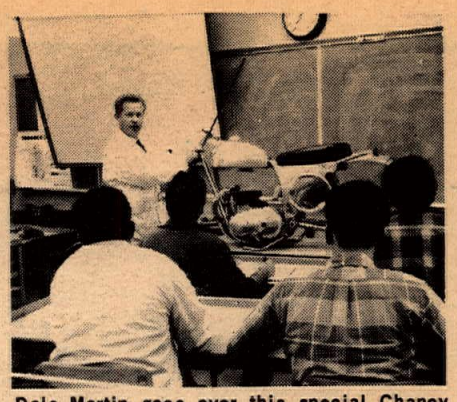
"We don't specialize in any make," Dale emphasizes, although his personal background is strongly "limey." He has raced and tuned Triumphs for racing for a number of years. "Our repair work is general. We work on what is brought in." Actual practice is done on the motorcycles of students, friends and on motorcycles loaned by the Motorcycle Safety Council for use in the Motorcycle Rider Training Program which is also taught at WVOC.

"Here, you can use everything you are taught," Steve Hines says, "No time is wasted. College includes too many useless things."

It's all part of the continuing debate over vocational versus academic education. "It seems to go in cycles of practical and academic emphasis," Dale explains. "Vocational education is now coming to the forefront. This is the biggest upswing it's had. Academic education tends to turn out people who can recite information but sometimes aren't able to deal with real problems. We are finding more interest in people who are capable in their craft; but the apprentice program of the past is being replaced by technical education in which you learn the theory of your work and actual applications."

Dale is strong for "hands-on learning." So are the students.

"The best thing about the course," Eley Anderson says, "is the chance to learn to use the equipment, to experiment. You can't get work in a shop and start to operate their equipment until you know how."



Dale Martin goes over this special Chaney frame loaned by Bud Ekins Motorcycles.

"What I like best," Steve says, "Is when you put something together here, you have a chance to find out if you're doing it right while you're working. You don't have to wait until you're done to find out if you have made a mistake."

The program has recently moved into new and larger quarters. A portion of the area is set aside for classroom study, the rest is shop facility. "We are pretty well off, as to equipment," according to Dale, "and we're getting more and more. We have two boring bars, hard seat grinder, valve facer, engine lathe, drill press, welding equipment, crank shaft balancing equipment and wheel trueing fixtures. We go into machine shop techniques as they pertain to engine rebuilding and reconditioning of machines."

The program is supported by the Los Angeles City Schools Adult Education. Matching funds are supplied from the Federal Government through the Vocational Education Act (1968).

It is a program for those who want to be professional motorcycle mechanics. "We want people who want to get into industry. This is really not a class for hobbyists, for the person who wants to learn to fix his own bike. We expect all students to meet the standards of the serious students.

"Many people get into motorcycle repair accidentally. They start knowing a dealer as a result of competition riding and get a job through him. This worked when the industry was small but now it is expanding at such a rapid rate that a quicker method to gain experience is necessary and it is provided at WVOC. In a shop you learn the quickest and most profitable way to get the job out, not necessarily the correct way. There isn't time to learn the reasons for what's done."

The school helps its students get employment after completion of the course, through cooperation with the California State Employment Service, dealers and dealer organizations, district managers and importers in various areas and through Dale's own extensive contacts in the industry.

"We have no employment problems for those who want to go into it full-time. There is not always a job across the street but employment has been the least of our worries. We encourage the students to go out on their own and look for the jobs they want. The business has grown so much in the last five or six years that it is impossible to train people fast enough to meet the demand."

Record Buster

Dale has been connected with the motorcycle industry all of his life. Son of one of the first dealers in the San Fernando Valley, he rode in his first event in 1948, the "Little Bear Run". Since that time he has ridden almost every form of racing, participating in The Big Bear Run, Catalina, Greenhorn, Tecate. He was on the team of the North-South State Championship in 1962.

Even though competition was not his major interest he was Number 3 in lightweight class for the 1963 season (riding a Triumph "Cub"). In 1959 he prepared the Tiger Cub engine that his father, Bill Martin, rode to victory in the 200cc Streamlined Gas Class at Bonneville. That 139 mph record still stands.

Dale worked for a while as jet engine inspector at Pacific Airmotive in Burbank. Then he went to England where he worked for world-famous Comerford's, Ltd. in London. During that time he sampled scrambling in England. Afer his return to the U.S. he worked with Johnson Motors until taking the teaching job at WVOC.

Registration for the upcoming semester is open to students now registered at the school starting January 20th, and to all others starting January 27th. The classes begin on February 3rd. For further information call Dale at WVOC. (213) 346-3540.

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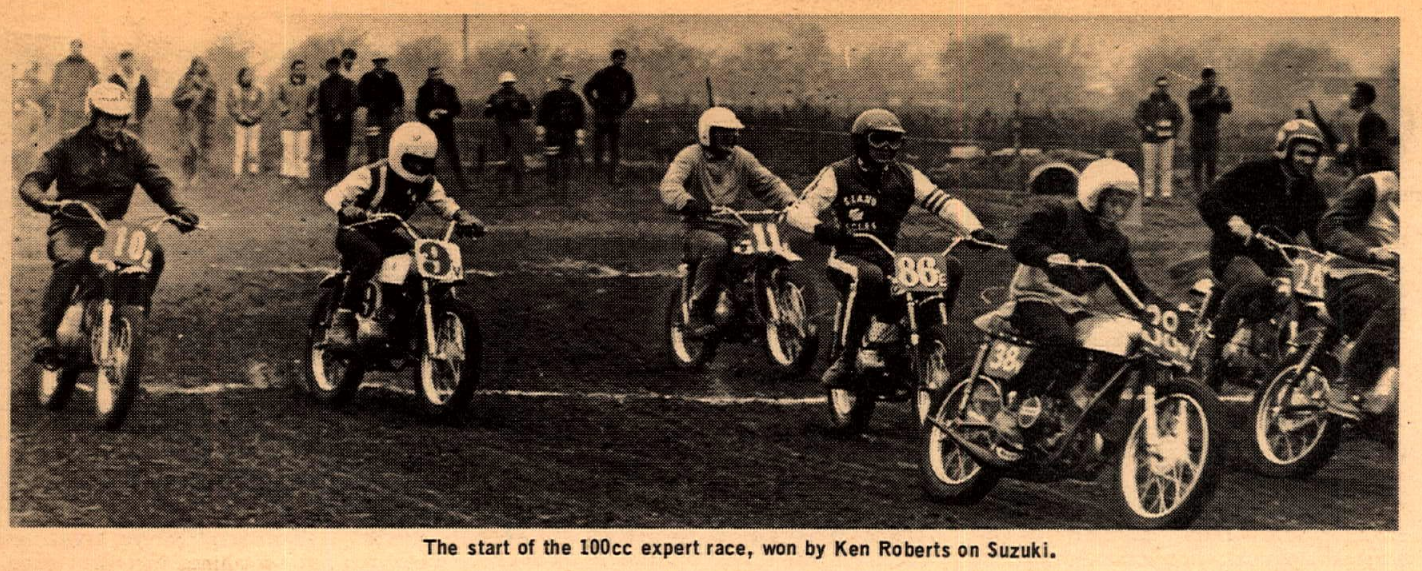

The start of the 100cc expert race, won by Ken Roberts on Suzuki.

Confused, But Stockton Action Heavy

Story and Photos by Dale Ivan

MANTECA, Cal., Jan. 5 – Today, the Stockton M.C. Club hosted its first winter race of the New Year. The event was held on the neatest track in District #36, located some six miles east of Manteca. There was a large turnout of winter enthusiasts, but a few spectators turned out to watch. Practice started around 9 a.m. and lasted until the expected 11 a.m. The Stockton Club really came through as expected when they finally got the heats underway at 1:15 p.m. The weather was a typical valley day, foggy, with the temperature at 40 degrees, making the wait uncomfortable.

The heats were somewhat confused with the running of all the novices first, 100's to 650's; but this error was changed to the normal procedure for the main events.

The 100cc amateur and expert main was won in fine style by expert Ken Roberts on his Suzuki. Ken took to the outside of the straight, making up the positions he had lost during his bad start. Roberts went on to win the event easily. Amateur Alex Jorgensen was involved in a wild crash in the early laps of the race, that left his bike hurting for the worse.

In the first lap of the 200 novice main, Mark Muscio, jumped off to an early lead followed by Bill Cavanaugh (Bul) and Tim Navarro. Cavanaugh, riding for Coast Cycles of Santa Cruz, put on a fine show of riding while trying to beat Muscio. However, as the laps progressed, the gap widened between the first and second place rider and Muscio pulled off the big win.

Unloaded

The 200 amateur main event was won by Carl Yerby riding his Bultaco. Joe Boll took over the second spot when the rider (in the second at the time) unloaded at the end of the straight. His bike flipped off the track and on to it's bars, leaving it's rider somewhat shaken.

Expert Jim Foley riding a Bultaco Metisse from S&T Sportcycles, bonzaied the 250 class winning both his heat and the 250 Ex Main. He was closely followed by Milan Vickers who was riding a new Kawasaki green streak.

Today's event saw the use of a newly-formed class, activated for the first time this year, the 375cc class. This class was created so the 350 Honda monopoly could be eliminated and to provide some relief on the over crowded 250 class. This 375 class should become extremely popular; many bikes are in the 251-375cc range.

The 375 novice main got under way with Bob Christan taking over the lead. Bob pulled away from everyone except Husky rider Doug Teeter. Teeter tried each lap to bomb around Christan on the outside at the end of the straight. Teeter was unsuccessful in his bid and Christan won the event on his Honda.

Action was hot and heavy in the 375 expert class between Bobby Grossi and local favorite Merril Beidleman. The heat race had been a full scale war with Grossi leading, while doing handstands on his bars due to the bumpy track. Beidleman was really on the gas when he stormed past Bob for the heat race win. However, the main was the exact opposite of the heat with Beidleman leading and Grossi two inches behind. Bob finally got revenge by passing Merrill on the next to the last lap and pulling away.

The last race of the day was the 650 expert event. Early leader #65 unloaded, losing the lead to Lance Anderson. Lance in turn lost his lead when he was passed by Eric Jorgenson of the Stockton Club. Jorgenson won the event, followed closely by Anderson and John Frazer in third.

(Results on page 16)

Lance Anderson leads John Frazer in the 650cc expert race, won by Eric Jorgenson.

EXHAUST NOTES

By Bill Pettigrew

Bill Ivy, the former 125cc world champion, has purchased an ex-works Brabham Formula 2 racing car. Bill changed his mind about opening a boutique and feels that the car will prove more interesting.

Reiterating his decision to quit motorcycle racing, Bill stated that Yamaha's withdrawal from big-time racing had not influenced his stand. He had decided to quit months before he received a letter from Yamaha advising him of their official withdrawal, the factory told Ivy that the value of grand prix racing no longer balances the enormous cost.

Yamaha thanked Bill for his services during which he won the 125cc world championship in 1967 on a Japanese four-cylinder bike. Yamaha also mentioned that they would not allow use of old works bikes in competition but offered him a choice of gifts.

Now at 26, the little dynamo has gone a long way on two wheels, perhaps he'll do as well on four.

Torsten Hallman, who has won more world moto-cross championships than anyone else, may skip the opening round of the 250cc moto-cross championship in Barcelona Spain because he is superstitious. Hallman, who won the 250 world title in 1962-63-66-67 regards the Spanish GP as a jinx.

Hallman has just left America for home with his Czech wife Jarmila. The thirty-year-old Husky ace said: "As you know, the winner of the Spanish GP never wins the championship. I won in Barcelona in '64 and '68. Joel Robert was the world champion both years."

Torsten, along with Vic Eastwood of England and Hoeken Anderson of Sweden, will return to the U.S. in July for a series of three events that will start with the Firecracker Grand Prix on July 4th, followed by the San Francisco Moto-cross on July 6th, and the Seattle International Moto-cross on July 12. All interested riders should contact International Moto-Cross, 4790 Palm Avenue, La Mesa, California 92041.

Rumor has it that Torsten Hallman has suggested that one or two top FIM men come to the USA and study the American moto-cross layout before they make up their minds about having World Championship events here in 1970. Torsten obviously believes we need improvement. But then, that's what we're best at... improving.

Crashes, General Misery at Salinas

By Donald J. Ivan

SALINAS, Cal., Dec. 22 – The Salinas Ramblers held the first of four scheduled winter scrambles at their popular, fast 5/8 mile sand track. Despite the presence of threatening skies and near freezing temperatures, over 300 riders made it, an average turnout.

The rains came with the beginning of the heat races, and by intermission had claimed nearly half the entrants thru mechanical failures, crashes, and general misery, while the track all but washed away.

For the enduring group of suffering riders who remained for the main events, the downpour continued even harder. The lower section of the track was a flooded sand bog, the downhill rivers of mud and sand, and the usually flat-out uphill back straight felt like plowing into a snowbank at 50 mph. But Salinas trophies hold much prestige, and some very fine races were turned in by several of the winter specialists.

Expert Bart McMurray was the first out to plow thru the slush, doing a fine job of holding back the hard riding, versatile Jim Rice, who took second on his BSA in probably his last appearance on the sportsman scene before competing as a professional expert.

The 500 expert class saw the talented moto-cross specialist Bob Grossi shadowed by local favorite Ray Clausen aboard a 360 Maico. Clausen astounded everyone with an exceedingly fast ride as he seemed to ignore the adverse conditions and glide over the battered track for the win. In the Amateur division, Don Cowles looked like expert material on his 360 Montesa, as he rapidly stretched out an amazing lead from the first lap to the checker.

After unloading on the first lap, fellow Ridge Runner, Don Chisolm put in the day's best performance as he worked his 360 Greeves from a distant last into a hard-earned second.

The 250 expert race was a close duel between local star Scotty Diffenbaugh and Bultaco ace, Allen Kenyon. On the last lap, second place Kenyon came bombing out of one of the downhill ruts and passed Diffenbaugh, who had slowed in the quicksand just before the finish line. But seeing Kenyon, Scott just kicked in the afterburners on his T.M. Suzuki and wheelstanded out of the bog the remaining 15 yards to take the win, barely a wheel ahead of Kenyon's PurSang.

The amateur event was another success story for last year's novice sensation Jan Mireault. Mireault, improving after his half a year retirement, easily outdistanced fellow amateurs backing his heat race win with a big lead over second place man, Don Ivan, as Bultaco took the first five places in the main event.

(Results on page 16)

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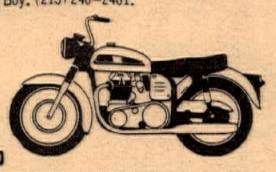

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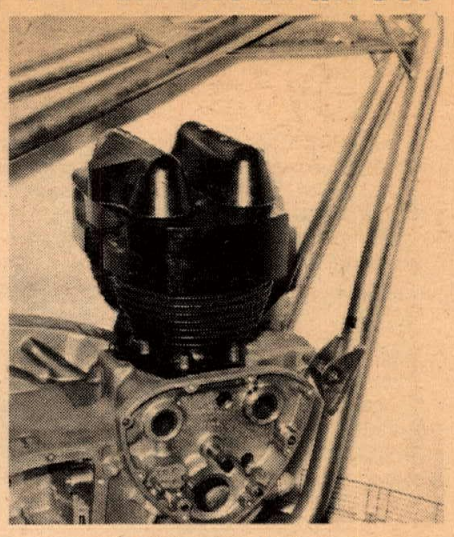
8-Valve 700cc Triumph Twin Conversion Kit Due

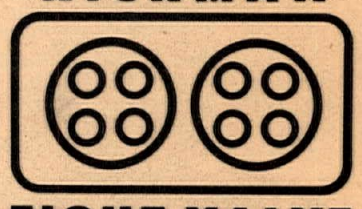


A new Metisse product designed to breathe life back into the popular Triumph twins was announced this week by Steens, Inc., U.S. distributor for the British Rickman company.

It is the Rickman/Weslake 700cc 8-valve conversion head and barrel that turns a Triumph 650 into a 60-plus horsepower, high revving racing engine.

In the photograph a head pattern and a conventional barrel show how the kit will bolt onto a standard Triumph lower end. Rocker housings are integral with the

RICKMAN



EIGHT VALVE

Symbol of the future?

head casting, and of course the finished product will be amply finned. It will fit into a standard Triumph frame as well as the Rickman/Metisse frame shown here.

First U.S. public showing of the new conversion will be at the Cycle World show in April. The kit will sell for around $350, it is claimed.

Appearance of the complete top end, along with all the existing components, seems to herald a complete Rickman engine in the near future.

SUBURBAN GAS BUYS STEEN'S, INC.

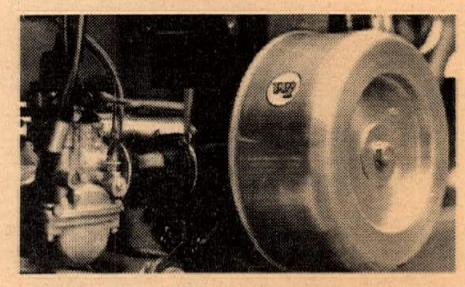
A new, broader horizon is the outlook for Steen's, Inc. of Alhambra, California, based on the purchase of their firm, through sale of stock, by Suburban Gas Company. As a wholly-owned subsidiary, Steen's will continue to operate in the same manner. The firm has grown from a meager beginning a dozen years ago to last year's sales in excess of three million dollars.

Company President John Steen announced that no personnel or management changes are involved.

The entrance of Suburban Gas brings fresh capital to foster growth in the rapidly expanding market for products manufactured, imported and distributed by Steen's. Included are the TACO mini-bike line, Rickman Metisse motorcycles and components, Steen chemical lubricants, Ceriani suspension systems, Magura controls, and other parts related to the mini-bike, go kart and motorcycle sport fields. New lines are being added.

Initial action following the stock transfer was annexation of an additional 20,000 sq. feet of new facilities for production and distribution, with plans to expand nationally in the near future. An increased emphasis will be placed on advertising and dealer assistance programs.

WEBCO AIR CLEANER



This simple yet functional air cleaner assembly assures total filtration for Hodakas under all conditions. This unit features a spun aluminum outer cover that is recessed to assure a positive seal in conjunction with the washable Filtron element.

LATE NEWS

Jones Hurt In Sydney Crash

SYDNEY, Australia – Californian Chuck Jones is in a hospital here with a broken neck and arm following a motorcycle speedway crash Saturday night, January 11. The attending physician, Dr. Yeo, said the injuries may result in paralysis from the neck down.

Jones was coming into a turn during a handicap speedway race when a rider fell in front of him. He took the wall to avoid running over the fallen rider.

The touring U.S. speedway racer recently equalled the track record on his first time out in New Zealand, a track that world champion Ivan Mauger has also ridden on.

Jones is at the Royal North Shore Hospital here in Sydney. Doctors at the UCLA Medical Center told Cycle News that Dr. Yeo's reputation is world-wide.

Auzzies' Cheer Keeter, Jones

By Peter White

SYDNEY, Australia, Jan. 4 – American speedway riders Dwayne Keeter and Chuck Jones impressed greatly when they made their Australian debut at the Sydney Speedway Royals on Saturday night.

Two weeks earlier, their fellow countryman Rick Woods had gone through his paces at the nearby Liverpool speedway. Woods was moderately successful with two wins against top class local and overseas riders; but no one quite expected the devastating style of Keeter and Jones.

Considering Keeter and Jones were riding borrowed equipment – they had not even sat on the bikes until their races came up – their performances were stunning.

In the first event Keeter was opposed to new Aussie sensation John Langfield. Langfield was fresh from victories over World Champion Ivan Mauger, English Test team captain Nigel Boocock and other world ranked stars. Dwayne rocketed from the starting gate liked he was on fire and it took the wily Langfield the best part of a lap to peg him back. Then it was a tooth and nail fight to the finish line with Dwayne going down by the narrowest of margins in the three-lap race.

The crowd certainly appreciated Keeter's effort and gave him a standing ovation, something which even the great British riders did not receive.

Jones was the next to appear but he could not run to form, due to an ailing engine. He gave it all he had but his mount was not up to scratch.

The program consisted of 12 motorcycle events (six solo races and six sidecar races) and two big midget speedcar events. Also featured was American hot rod driver Marshall Sargent, so three Super Modified events were added.

Of the six solo races, there were two heats and a final of a scratch series and two heats and a final of a handicap series.

Keeter's ride into second spot in the first scratch race qualified him for the final. Here he clashed with Langfield again plus Australian Champion and Kangaroo Test Match Captain Jim Airey. Also in the line up was local ace Garry Hay. Airey and Langfield are acknowledged masters of the big third of a mile Sydney Showground circuit, so it was no disgrace when Dwayne came in third behind them. He did, however, burn off Hay with ease.

Handicap Race

For the handicaps Keeter started from 80 yards behind the gate and Jones from 60 yards. In a field of seven riders both were third from the back of the field and had four riders in front of them. Langfield and Airey started from 130 yards behind.

No one gave the Americans a ghost of a chance but the visitors socked it to 'em in a big way. Keeter simply opened the throttle on full and blasted around the outside to take the lead within a lap. Sydney boys could not match him in the traffic and he galloped to a comfortable win. It was a brilliant ride with Keeter rubbing shoulders with the safety fence for much of the journey.

Chuck Jones, after a win at Ascot.

Jones was not so lucky in his heat. Just as he was making a forward run at the end of the first lap, local novice Jim Langfield fell from his machine and crashed heavily to the track. Langfield was in the lead at the time and the riders behind had to take quick evasive action. John Taaffe and Airey "dropped" their bikes well while Jones calmly swerved through the melee. The rider who fell is the younger brother of star John Langfield.

The race was stopped and a re-run ordered. This time Chuck had his goggles blacked out by flying dirt and he lost valuable ground. He still managed fourth, and qualified for the handicap final.

This was the main solo race of the night. Keeter again made an excellent start. He quickly rounded up Jones and three Sydney front runners and looked all set for another success when suddenly his motor locked up and he withdrew. All eyes were then on Jones as he started to make up ground.

Chuck was riding very stylishly but could not match the sheer speed of Jim Airey. At the chequer it was Airey, Jones and Hay.

The Drag Race Scene

Disharoon gets crossed up during a single run. He took top fuel at Lions on opening day.

8 Sec. Quarter-mile for bike

By Dan Zeman

It looks as though our toes are being stomped on again. There were rumors going around that the motorcycles would not be running at the A.H.R.A. Winternationals in Phoenix; Bob Braverman was the first to get on the ball and check this out. Bob received a reply to his letter last week and was pretty fast in getting the word around that the motorcycles would not be running at this event. Now, the question is, why?

A national meet is about the only place where motorcyclists can claim and make new records. If they are not allowed to run, how can they expect to do so?

Motorcycle drag racing should be brought to the public eye for the sport it can be, but if the morale of the riders is going to be broken down this way, it doesn't seem that there is much hope for the sport. You riders have proven yourselves on the local strips; you should be entitled to national meets, the same as cars.

I have a letter in the mail, addressed to A.H.R.A., I have asked them in a nice way – why? As soon as I get a reply, I will put it in the column, and then we will all know – why?

Lions opening day brought out about thirty cycles. Four bikes showed up to run for top bike. Bob Braverman, on his twin engine Kawasaki had the best times throughout the day; but when round one came around, he was a bit eager and turned on the big red eye, leaving Clarence Bailey, on his twin engine Norton, the winner.

Disharoon was up to his tricks again and he put down the Harley-Davidson from H.D. of Fullerton. In round two, Disharoon and Bailey staged. Both bikes were running poorly. Bailey made it half-way down the strip when he had to shut off. All that Norton power pulled his rear wheel forward about 2 inches on the drive side. Disharoon popped through the lights to claim the gold. Disharoon was mounted on his "float-sticking" Harley Davidson.

Will Hodges took top street honors on his H.D. Will had four bikes in his class alone, not to mention the other classes he had to beat to claim these honors.

In Modified Division, the "Dirty Old Man", Jack Murphy, was up to his nasty tricks again. Murphy beat all other class winners on his 250 Suzuki. Incidentally, those other classes went all the way up to AA. Murphy, one of the older riders who come to Lions, is one of the best. Although his bike is at the bottom of the division, he has no problem beating machines that have three or four times the displacement.

Moulders and Reese took top gas on their Norton. There was a new bike out in this division. Entered in C gas was a 450 Honda gasser, out of Lomita Honda. This bike didn't turn any fantastic E.T.s or speeds. It's a new bike to the rider also, and he wasn't in a hurry to go "Bonzai". That's what I call using your head.

Alex Weissman was also on a new bike, a 40-inch Triumph. Alex made easy runs throughout the day, then got into it toward the end, turning in the high elevens.

Fastest Ever

I have received word that on Nov. 6, 1968 at Bristol Tenn. "Michigan's Mad Man", Eejay Potter broke the unlimited class record. Potter turned an elapsed time of (would you believe) 8.82, and an incredible speed of 167.05 m.p.h.

Potter is the first man to break into the 8-second bracket on 2-wheels. Potter's mill is a fuel injected, Chevrolet V-8, that has a displacement of 5,500 cubic centimeters, or somewhere around 335 cubic inches.

Potter's standard starting procedure is to stage the bike with his rear wheel held off the ground by a stand. He then turns on the throttle to full r.p.m.s. When the light turns green, he rocks off the stand. The wheel makes contact with the asphalt and it puts the machine into instant motion. I wonder why they call him "Michigan's Mad Man"?

Thank you, J.J. Atriok for sending this information to Cycle News. It is always interesting to hear what's going on in other parts of the U.S.A.

(Results on page 16)

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'68 YAMAHA 250 DT-1. 600 mi. with trailer. Immaculate. (213) 675-2793.

1966 HONDA Scrambler 305. Xlnt. cond. 3582 actual mileage. (714) 892-9673.

'65 BULTACO Mercurio 175cc. New paint $250. Will trade (714) 689-1190.

360 MAICO 1969 (X4A) Excellent condition $825.00. Call between 6:00–7:00 p.m. (805) 544-0971.

LATE '66 NORTON ATLAS, 9-1/2:1 forged pistons, Webco valve springs, Dunstall oil pump-feed system, completely road equipped, xlnt. cond., priced for quick sale $750.00. (714) 633-1037.

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238cc KAWASAKI 1968-1/2. Comp. release, Filtron air cleaner & extra plug in head, Metisse bars, 3 gal. tank. Never raced. Call (213) 280-9516.

1964 RABBIT Motor Scooter. Electric starter, automatic transmission, 220cc, low mileage $295.00. Dom Porter, Wilmington Yacht Marina, Wilmington, Cal. (foot of Avalon Blvd.) Tel: 830-1472.

1967 HODAKA, desert equipt., early Crowell forks, special air cleaner, straight, cut gears, Barnett clutch $325. (213) 674-5782.

FREE SAMPLES – and/or subscriptions – of the British magazine, MOTORCYCLE MECHANICS, $4.50/year for 12 issues, may no longer be had from the stateside address previously advertised in this newspaper. Address all inquiries to: MOTORCYCLE MECHANICS, 109-119 Waterloo Road, London, S.E. 1, ENGLAND.

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1967 HONDA 305 scrambler, excellent condition, less than 1500 actual miles, has '69 lic., custom paint and other extras, must sell $550.00 or best offer. (213) 834-5859.

1967 VELOCETTE "Thruxton" 500cc. Race tune, 48 hp, 8500 rpm $300 cash for equity. Classic shape and extra chrome, 7200 original mies, 2 mufflers, extra gears, book manual. (213) 762-5293

1965 175cc MONTESA Enduro with lights plus street equip. $150.00. Red Thomas (213) 674-5782.

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Well experienced Honda-Triumph. Top pay for right man. Contact Jay K. Tullis at Honda Triumph Torrance, 18411 Hawthorne, Torrance, Calif. (213) 371-7533.

1966 SUZUKI Scrambler – Very clean short-tracker, many changes. (213) 845-3778, Suzuki Fun Ctr., 515 N. Victory Blvd., Burbank, Calif.

1967 HUSQVARNA 21" wheel, fresh en., transmission $650 firm. (213) 941-2976.

1965 YAMAHA 80cc dirt bike, excellent conition, heavy duty springs front, Mavericks rear, J&P expansion chamber, Carlisle tires $225. (714) 523-0866.

EL CAMINO'S, Trucks, and cars. Call Jim Woolwine, (213) 352-3241 or (213) 353-3226. Chev. Dlr., 20 yrs. Dist. 37.

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50cc road racer – 4 speed. Avon racing tires, fiberglass tank, fairing, alloy wheels, clip on bars, very fast. Won 50cc class at Riverside Dec. 15. Finished 2nd overall in 50-100 race, only beaten by a 100cc Twin. Get yourself a winner for only $350.00. Power Research, 269 Orange, Goleta 93017.

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For the So. Bay area is Scuderia, 1634 Pier Ave., Redondo Beach, Calif. (213) 376-5095.

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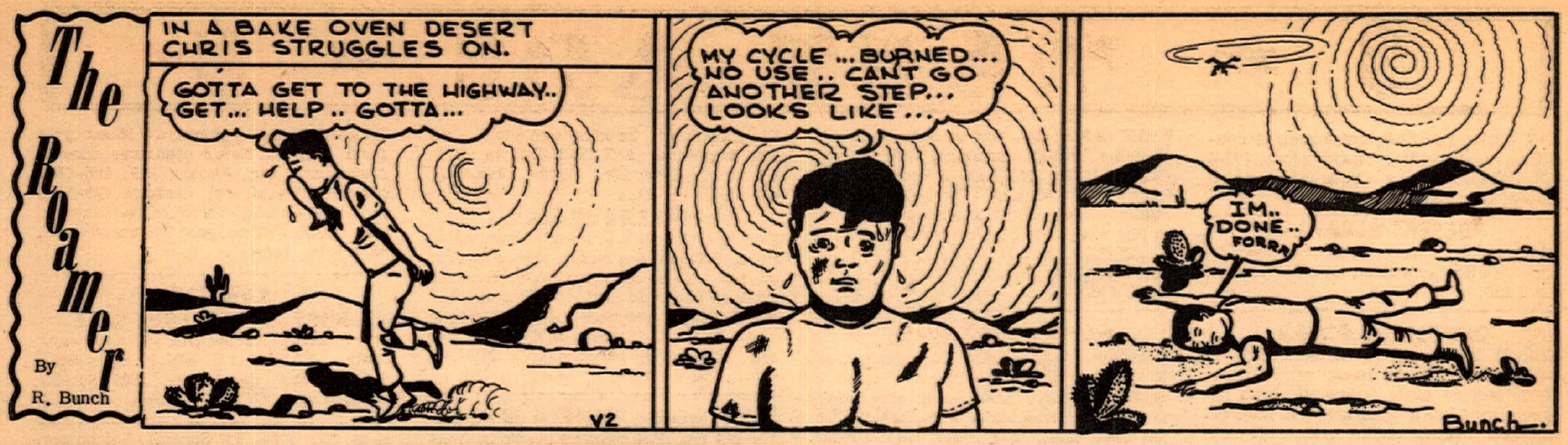


WANT ADS

'67 DUCATI Scrambler – street or dirt, new 4:00 tires plus many other extras, excellent $475. (213) 635-0086.

RETIRING FROM RACING
Goldstar Flattracker, many spare parts: Bultaco T.S.S. 6 spd. roadracer, extra barrel, head; Honda 160 road racer, extras. 1967 Bridgestone 175 street legal. (213) 370-8887.

PENTON for sale – excellent condition, never raced $580.00. Phone (714) 825-4282 San Bernardino.

ATTENTION VAN-TECH OWNERS!
New, never run, Yamaha YAS-1C engine, 125cc 5-speed Twin, complete with mounting plates. Braverman specifications: 22mm carburetors, "Gyt Kit" pipes, etc. $500 invested. $300 takes. Al: (714) 882-0120.

WANTED to buy – used bike trailer, "Cycle-Tow" type preferred, but will consider any kind or type. San Francisco area only. Call (415) 561-7847.

RICKMAN-METISSE HANDLEBARS
Street, racing, scrambles, sole U.S. Importer's Dist. House of Suzuki-Triumph, 16112 Harbor Blvd., Fountain Valley, Calif. 92708.

I WANT to buy any basket cases. After 6 call (213) 865-5197.

LIVE IN BEAUTIFUL NORTHWEST
and make good money also. Motorcycle business, distributorship plus retail outlet. $25,000. Write 631 West 42nd St., San Bernardino for more info.

100cc KAWASAKI – Super clean, just overhauled, race ready, very fast, extra parts for changeover to 120, over $900 invested $495 firm. No collect calls. Ronald Sprayberry, 3000 Caliente Street, Bakersfield, Cal. 93306. (805) 871-3075.

$950.00
Real clean 1964 Harley-Davidson FLH–14,000 actual miles, radio, cargo carrier, lots of chrome and extras, mint cond. Contact at 14808 Novak, Hacienda Heights. (213) 968-1183.

VINCENT WHITE Shadow, rebuilt engine, 9'1 pistons, lightening cams, alloy rims, rebuilt suspension, much more. Partly disassembled, needs paint. Asking $875., offer, must sell. Brian Day, 744 Paloma Ave., Burlingame, Calif. 94010. (415) 342-3746.

COME IN OR CALL ME
about new Rancheros, trucks, new Fords, and used cars. District 37 rider for 10 years. Save $$$$$, ask for Tom Mc Cartney. Phone (213) 591-3311. Mel Burns Ford, 2000 Long Beach Blvd., Long Beach, Calif.

'68 KAWASAKI 120 TR, 1000 miles, like new, see to appreciate (213) 869-1866.

BULTACO–MAICO–PENTON
Orange County Cycle, 205 N. Harbor Blvd., Santa Ana. (714) 531-9984.

BULTACO REPAIR & HOP UP MANUAL
Covers all models, including 360cc, discuss porting port alignment, 5 porting 7 porting, reed plates, cutting pistions, timing by light, general tune up, shifting problems and remedy, Clutch heat treating, glass peening, etc. Send $3.00 to: Morgan Engineering P.O. Box 2774 Fullerton, Ca. 92633

BOOK: "HOW TO RIDE & WIN"
Expert riders in American sports competition tell the techniques of track and trail. Chuck "Feets" Minert on TT-Scrambles, Bud Ekins on Moto-Cross. East Coast's Don Pink tells how to ride Enduros and woods. John McLaughlin on Grand Prix Scrambles. Helpful tips on setup of motorcycles, cards & licenses and mucho more. Hardbound. $4. postpaid. Send check or money order to -- How to Ride & Win. c/o C&S Publishing Co., Box 498, Long Beach, Calif. 90801.

LEAVING COUNTRY
1967 Yamaha 250 Big Bear including rack/new helmet plus other extras. Very clean, fast touring bike $450 peace (213) 243-5134.

1968 MAICO Moto-X Scrambler. Rotary valve, 21 hp, X4A frame, Filtron cleaner, extra gearing and jets, very fast, excellent handling, like new condition. $675.00. 32156 Fern Dr., Running Springs Calif. Tel: (714) 867-3172.

SEXY SACHS. Late '67 moto-cross. 21" front wheel, Bultaco piston, Dykes rings, new tires. (213) 835-6907.

SALE: DT-1 Expansion chambers $32.50, DT-1 Moto-X porting $20.00. (213) 675-2404.

1968 HONDA CL350 Scrambler, like new, 800 miles. $590.00. (213) 664-1622.

WANTED – Parts man. Experienced. Must order, keep inventory and balance stock, ship. State experience, age, salary expected. Confidential. Also bookkeeper experienced motorcycle parts field. Box 15444, Del Valle Station, Los Angeles 15, Calif.

GOING TO HOUSTON will haul 3 bikes & return. Leaving Feb. 3. Ken Maely (714) 735-0540.

TRADE: 1967 Matchless G80–500 single for Matador or DT-1 enduro or ??? (213) 359-7401.

FREE CATALOG – Motorcycle Parts & Accessories, Books, Clothes, etc: California Cycle Supply, P.O. Box 192, Fairbury, Ill. 61739. Phone: (815) 692-3769.

TRADE: 14' Glasspar 40 hp Johnson, big wheel trailer, value $650.00. Trade for 250cc bike. (213) 422-0022.

HUSQVARNA PENTON Specialist. Mail order parts, Swedish moto-cross gloves $7.95. Malcolm Smith, 1989 La Cadena, Riverside, Cal. (714) 684-1866.

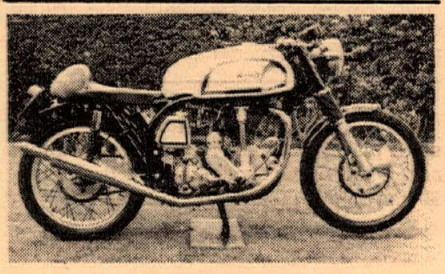
TRADE: 1967 G80 Matchless 500 single–like new for Yamaha DT-1 or Husky 250 Sportsman, or Bultaco Matador. (213) 359-7401.

BMW-R60. 1967 excellent condition, only 10,000 mi. Ph: (213) 798-1022 Altadena.

TRADE: Yamaha 350 frame, forks, 5 port cyl. and pistons, crankassy., trans. and more. All new or xlnt. cond. for Ford 292, 302 or 312 truck engine (complete) in good cond. (213) 358-9448.

LEADING CYCLE DEALER NEEDS HELP!
Immediate opening with leading m/c dealer for parts man, mechanics, salesmen, etc. Excellent pay & co. benefits. Diversified Co. – you learn three business in one job. Clean, smog free area. Thrifty Lad Honda, 2411 Lincoln, Santa Monica, Cal. 90405.

'68 LOBITO with 125 Sherpa engine, new tires, rims, ext. swing arm etc. $385. '68 Kawasaki Samurai, cherry $425. Also Sonic weld frame for Kawasaki with tank and seat $150. (213) 342-3866.



1954 NORTON International. A modern classic. SOHC road-going counterpart to Manx. Alloy rims, Dunlop triangulars, alloy gas tank. Engine, gearbox carefully worked over; all frame, cycle parts rechromed or stove-enamelled. Spares: 2 gearboxes, Elecktron crankcases, big-end, glass gas tank, sprockets, etc. $575. includes shipping from England to anywhere in U.S. For details, photos, write J. Manning, 288 La Cumbre, Santa Barbara, Cal. 93105.

'68 H.D. SPORTSTER XLCH, 1st class condition $1425, make offer. (213) 358-8255.

TRADE: New leather jacket, 38 med. for ? (213) 398-0975.

FOR SALE: 1965 Triumph 650 TT machine. Semi-basket case $450.00. No parts missing. Don Merritt. Phone (213) 367-5619 Sylmar.

1966 TR6C – desert comp. $600.00. Harley '74 Knucklehead chopper $300. Moving must sell. Betty Beach, 25304 First, Murrieta, Calif.

BRAND NEW Yamaha engine, 125cc, 5-speed, 5-port twin. Easily installed in Van Tech or ? Big 22mm carbs, "Gyt Kit" pipes, etc. $250.00. (714) 882-0120.

1968 VICTOR (Street) 700 miles, excellent condition $800.00. (714) 538-7059.

'68 SACHS/100cc ZUNDAPP
Engine, xlnt. condition $350. (213) 843-0926.

FOR SALE: '68 Honda, 350 scrambler, like new $500. (213) 692-8027 after 6 pm.

WANTED Ceriani forks and shocks, high pipes, wheels, skid plate and desert seat for 1967 650cc Triumph. Call Pete at (213) UN 5-5411.

1968-1/2 360x4 MAICO Moto-Cross. Has wide gear ratio, 21" front end. Must see to appreciate. A steal at $695.00. (805) 762-7311 ext. 2441 or (805) 758-2790.

1967 JAWA 250cc, tires plus gearing for street or dirt, excellent condition $285. (213) 370-0741 (evenings).

1964 TRIUMPH TR6 excellent condition, only 2500 miles, set up for trail, never raced, street equipment included. Anxious to sell! $625. Evenings (213) 838-3505.

WEBCO 350 Honda road racer, KH cams, gearing, $395. Jim (213) 632-8013 (w) 326-3810.

1969 MX HUSKY 250cc. Used little, perfect shape – $925.00. Call (213) 784-8691 evenings.

DISTRICT MANAGER
(Sales Rep. for BSA motorcycle) Prefer experience in M/C or related fields, free to travel midwestern states. Salary, automobile and fringe benefits. Call or write Don Rubin, Sales Manager, BSA-Western, P.O. Box 337, Duarte, Calif. 91010.

KURT LOHMEYER
Is now selling Bultacos only, at the new Mitco Bultaco, 7229 W. Orangethrope, Buena Park. Come in and register for the drawing on a free Bultaco of your choice. (714) 522-6626.

1962 TRIUMPH TRC excellent condition and ready to go: 4 qt. oil tank, lengthened front forks, fresh motor, new tires, Filtron air cleaner, a mere $500 or best offer. Call (213) 241-4131 days, (213) 244-4469 eves.

'68 OSSA Pioneer, like new, 200 original miles $595. (213) 390-2790 after 7 p.m.

'67 TRIUMPH TR6C, 2900 mi., new last April, never abused, Ceriani forks, extra sprocket, extra Siamese exhaust, ready for Hwy or desert $900. (714) 735-3242.

'68 PUR SANG, extras, good condition, large tank, desert ready $545.00. (213) 785-8972.

SALESMAN NEEDED!
Must have experience in m/c sales or auto sales – Honda, BSA, Bultaco. Kolbe Cycle, 22420 Del Valle, Woodland Hills. (213) 348-7865 ask for Andy.

HEY HILLTOPPERS
You now have competition, the Bushmasters.
Signed: Fantasy Racing Team

1966 HODAKA – Bored to 100cc, girlings, Webco head, exp. chamber, big tires, Barnett clutch, fork brace, skid plate, xlnt. cond. $300.00. (213) 363-8048.

'68 OSSA Stilleto scrambler, 5 hrs., like new & fast $700. Also 67 Greeves Challenger springer forks, clean, reliable $575. (714) 987-1596 after 5 p.m.

'66 TRIUMPH T100SC. 3000 street miles, like new $750 firm. (213) 597-5458.

MONTESA 250 dirt bike, basket case $100.00. (213) 785-1771 eves.

1968 YAMAHA DT1 250cc for sale. Full Gyt Kit plus all stock parts. Head, carb, pipe etc. Must sell for payoff $847. (714) 772-3791.

GREEVES Owners: Improve port timing and raise compression with a 1/16" phenolic cylinder spacer $2.95 ea. C.T. Wahler, 9532 Dunoon Dr., El Paso, Texas 79925.

NEW RICKMAN Metisse with all fresh Triumph 500 engine. (213) 359-4548. McLaughlin Mtrs.

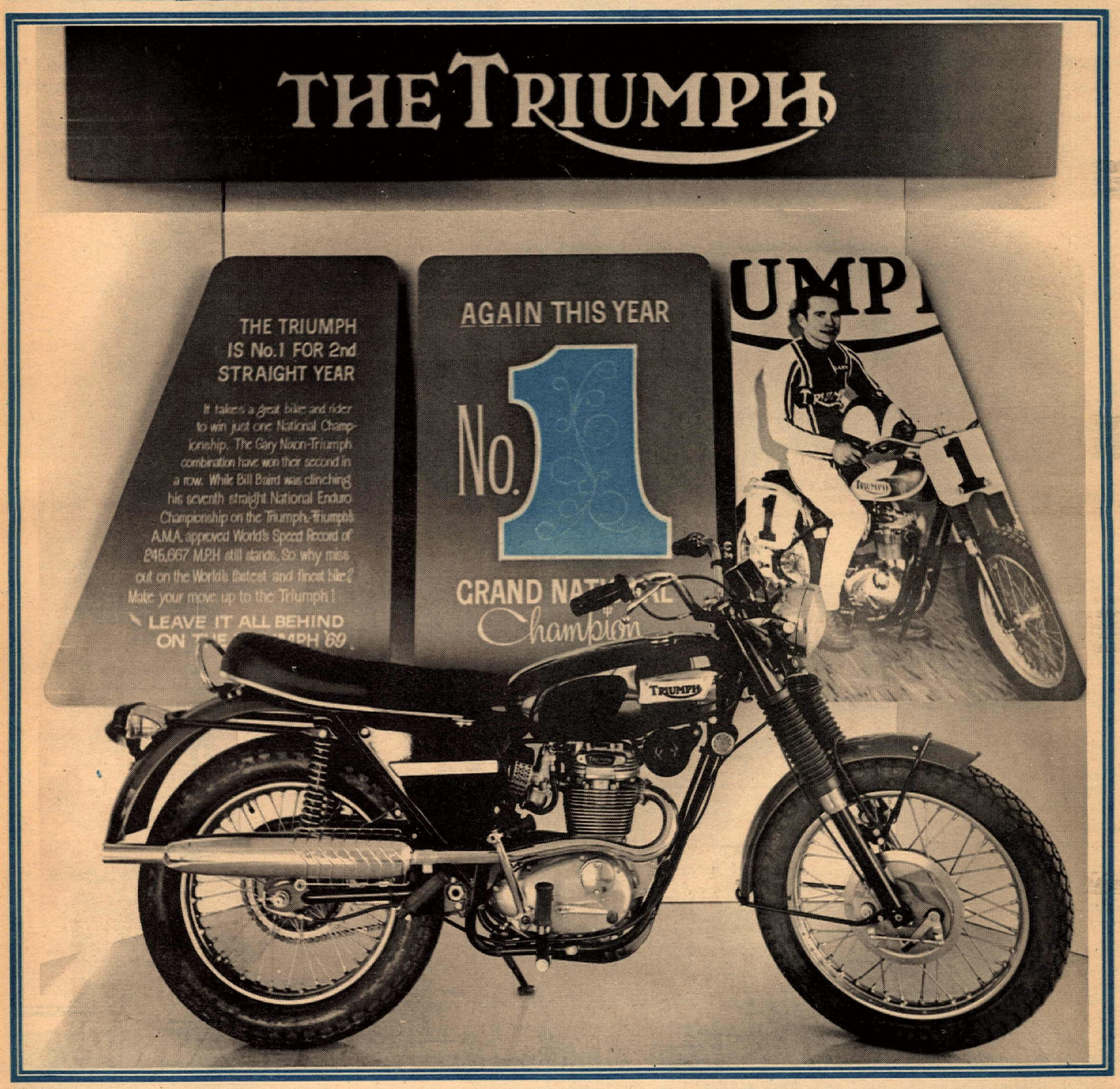
CR110 HONDA 8-speed, extra new parts, manuals, $295. Jim (213) 632-8013, (w) 326-3810.

PARILLA road racer. Complete with fairing. Fast and dependable, engine full race 175cc. Asking $300.00 or trade for dirt machine of same value. Larry Norris, 8454 Noel Dr., Orangevale, Calif. (916) 988-2920.

'67 HODAKA 90 clean. Very fast, set up for Moto-Cross. Very reliable $325. (714) 825-4282.

HONDA 305 Scrambler, 1967 Street $395. Call 393-7909.

NOT JUST Grand National Champion



A WINNER EVERYWHERE

Salinas Scrambles
Dec. 22, 1968
650 Expert
1st Bart McMurray – Triumph
3rd Dennis Brennan – Triumph

650 Amateur
1st Norm Seidel – Triumph

650 Novice
1st Wendell Davidson – Triumph
3rd Ed Estreda – Triumph

Manteca Scrambles
Jan. 5, 1969
500 Novice
1st Bob Garretson – Triumph
2nd Mike Graziana – Triumph

650 Novice
1st Chuck Foscalina – Triumph

650 Amateur
1st Jerry Philpott – Triumph

Adelanto Scrambles
Jan. 12, 1969
650 Am/Ex.
1st Terry Moriarty – Triumph
2nd Mike Van Aker – Triumph
3rd Mike Nerm – Triumph

650 Novice
1st Art Amarillos – Triumph
2nd Don McDonald – Triumph

Johnson Motors, Inc.
2765 East Huntington Drive
Duarte, California